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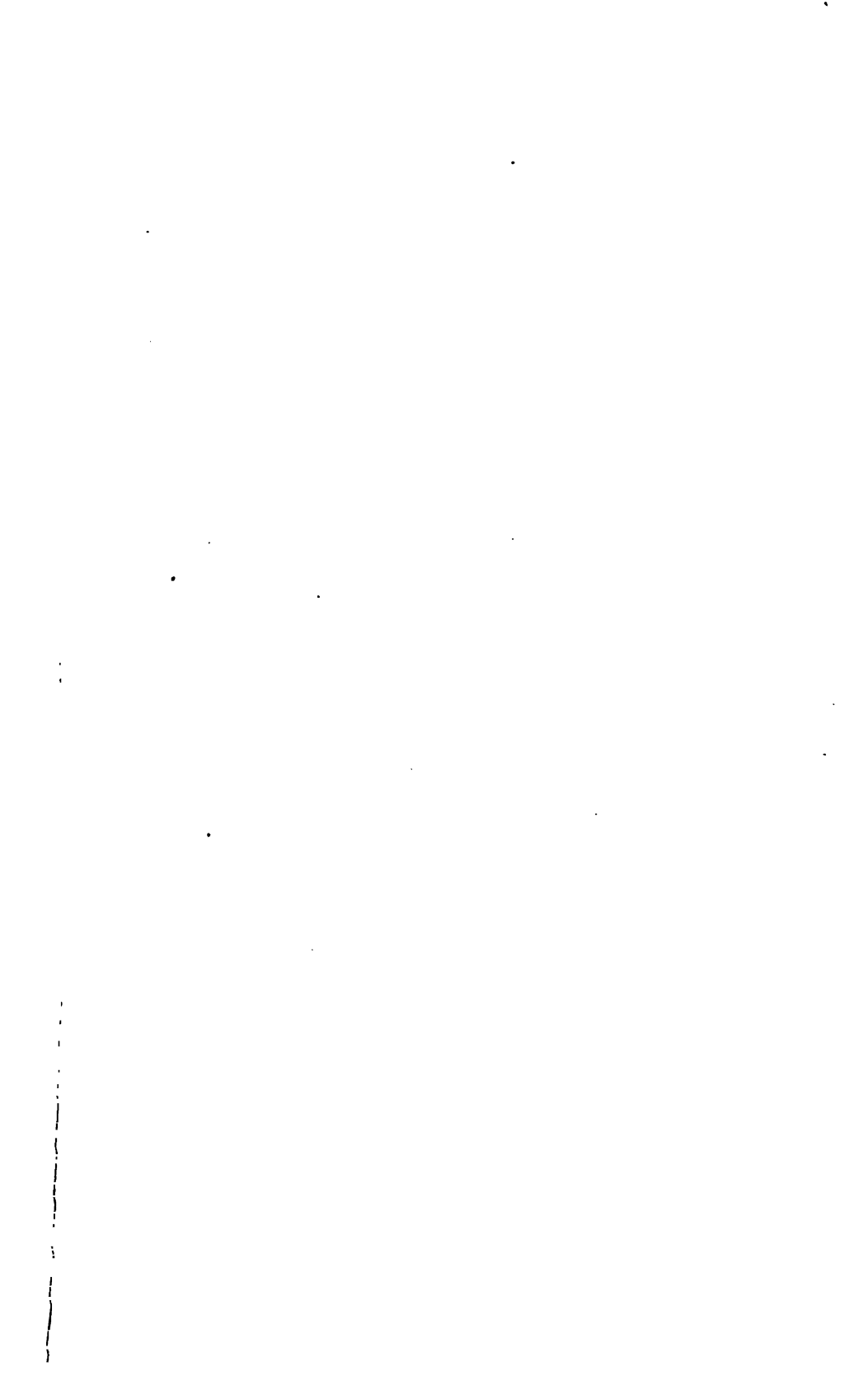
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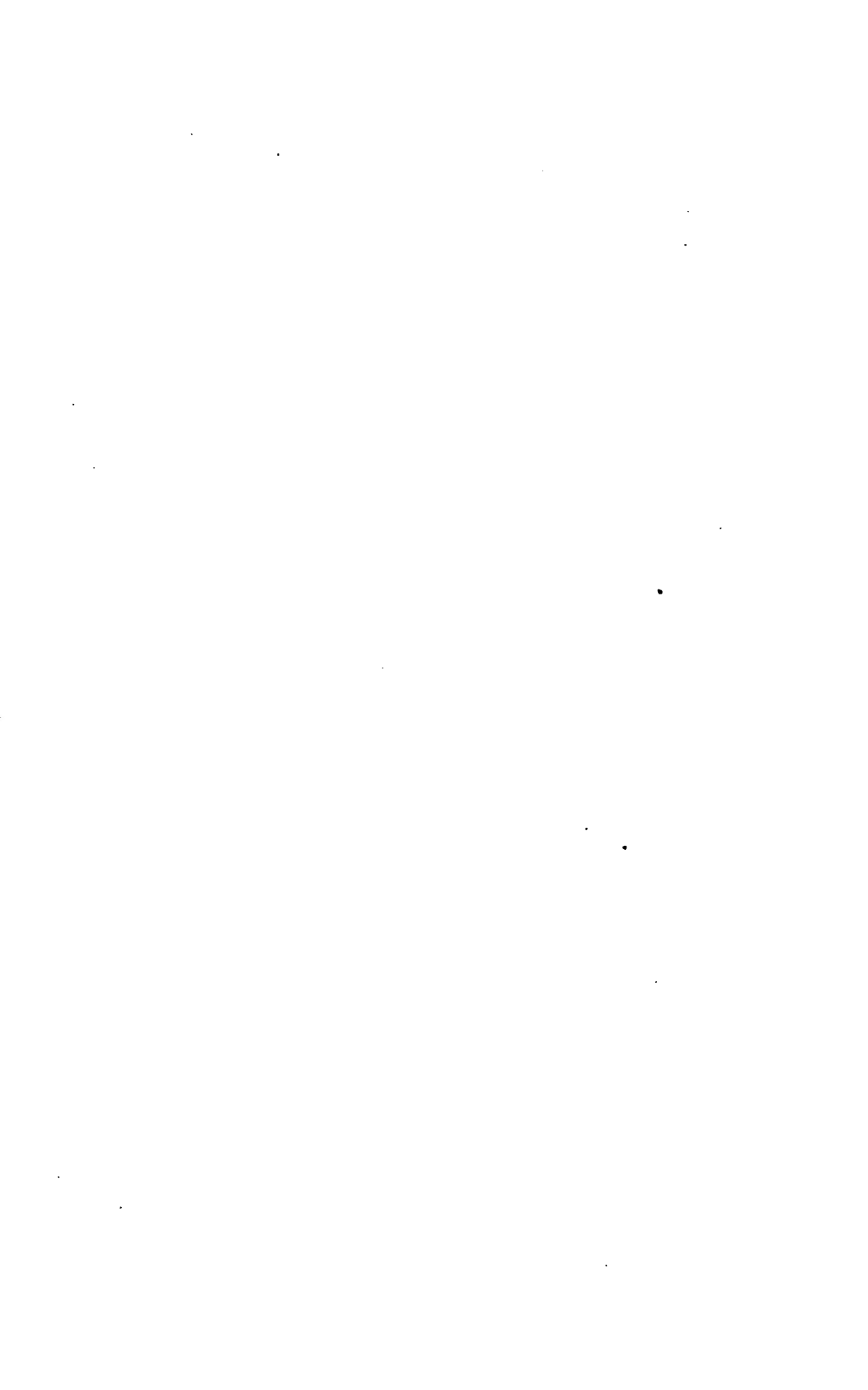
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ANNUAL REPORTS

OF THE

POST-OFFICE DEPARTMENT

FOR THE

YEAR OF
CALIFORNIA.

FISCAL YEAR ENDED JUNE 30, 1903.

REPORT OF THE
POSTMASTER-GENERAL.
MISCELLANEOUS REPORTS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1903.



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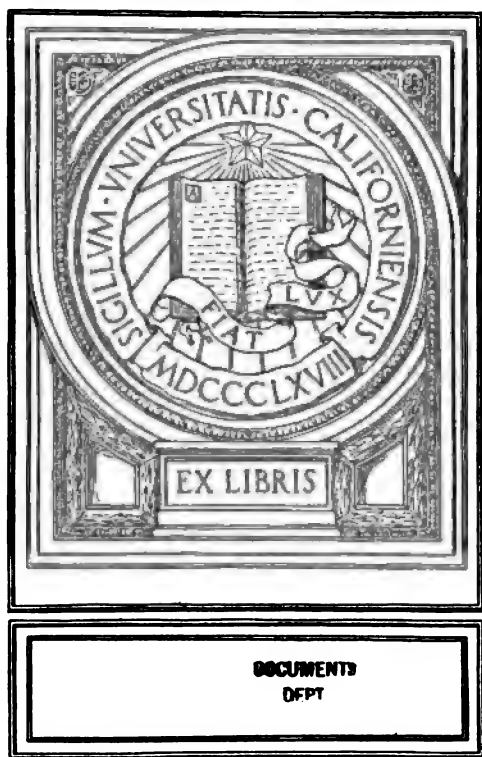
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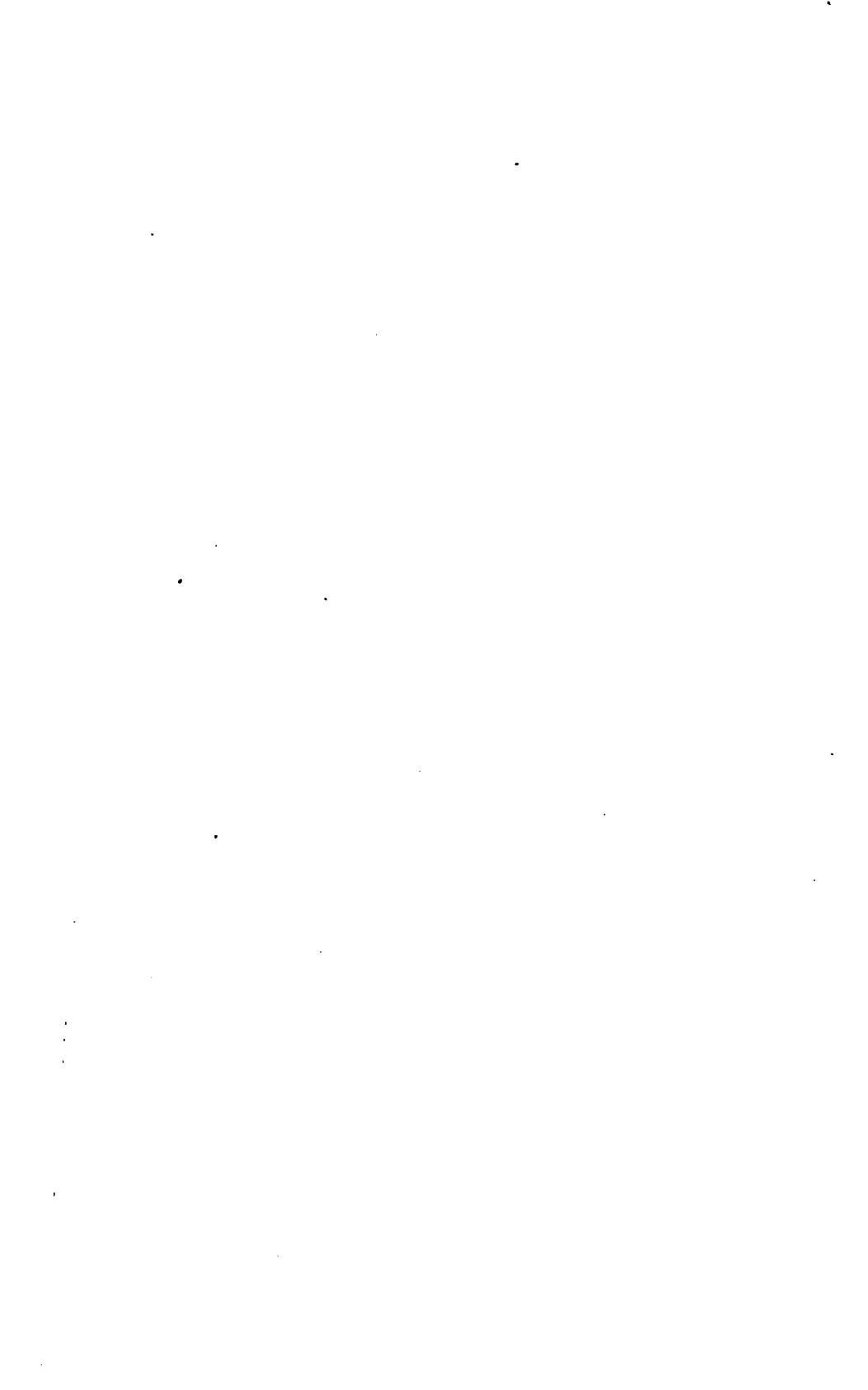
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Estimated revenue for 1904	\$146, 304, 642. 87
Add 9 per cent	13, 167, 417. 85
Estimated revenue for 1905	159, 472, 060. 72
Estimated expenditures for 1905	168, 085, 770. 00
Estimated deficit for 1905	8, 613, 709. 28

This estimate is based upon the ordinary business of the service, without taking into consideration the effect upon the revenues or expenses of any legislation which may be enacted by the present Congress.

It will be seen that the gross revenues for the fiscal year ended June 30 last are nearly \$1,500,000 in excess of the estimates, which attests the wonderful business activity of our people and also indicates that the extension of postal facilities and the improved methods of doing postal business result in largely increased receipts, and were it not for the very large expenditures on account of the introduction of rural free delivery there is no question but that the Post-Office Department would be more than self-sustaining at the present time.

POSTAL REVENUE IN DETAIL.

The postal revenue from all sources was as follows:

Sales of stamps, stamped envelopes, newspaper wrappers, and postal cards	\$123, 511, 549. 70
Second-class postage (pound rates) paid in money	5, 095, 379. 62
Box rents	3, 065, 675. 06
Revenue from money-order business	2, 239, 908. 24
Letter postage paid in money, principally balances due from foreign postal administrations	186, 426. 83
Miscellaneous receipts	58, 105. 94
Fines and penalties	46, 476. 04
Receipts from unclaimed dead letters	20, 921. 81
Total receipts	134, 224, 443. 24

EXPENDITURES IN DETAIL.

The expenditures of the postal service for the year are shown, by items, in the following statement:

Transportation of mails on railroads	\$36, 195, 116. 18
Compensation to postmasters	21, 631, 724. 04
Free-delivery service	19, 337, 986. 00
Compensation of clerks in post-offices	17, 140, 651. 11
Railway mail service	11, 228, 845. 75
Rural free delivery	8, 011, 635. 48
Transportation of the mails on star routes	6, 561, 819. 35
Railway post-office car service	5, 033, 464. 22
Transportation of foreign mails	2, 427, 160. 36
Rent, light, and fuel for first, second, and third class post-offices	2, 360, 968. 91
Compensation to assistant postmasters at first and second class post-offices	1, 622, 730. 12

Mail-messenger service	\$1,091,259.98
Transportation of mails—regulation, screen, or other wagon service.....	828,707.93
Manufacture of stamped envelopes.....	724,787.37
Transportation of mails on steamboats	634,957.08
Mail depredations and post-office inspectors.....	543,976.55
Transportation of the mails, electric and cable cars	440,420.41
Manufacture of postage stamps	336,437.10
Mail bags and catchers.....	274,219.71
Miscellaneous items at first and second class offices	256,620.98
Canceling machines	195,803.46
Manufacture of postal cards	188,865.98
Balances due foreign countries.....	153,539.82
Registered package, tag, official, and dead-letter envelopes.....	150,754.82
Pneumatic-tube service	142,867.04
Payment of money orders more than one year old	141,390.68
Wrapping twine.....	132,635.47
Transportation of the mails, special facilities	122,347.18
Blanks, blank books, etc., for money-order service	112,179.20
Stationery for postal service.....	68,760.66
Postal laws and regulations	51,826.48
Printing facing slips, slide labels, etc.....	46,862.47
Postmarking and rating stamps.....	42,572.95
Mail locks and keys.....	42,534.33
Wrapping paper.....	39,835.04
	<hr/>
	138,316,264.21
Expenditures under 24 smaller items of appropriation	175,202.06
	<hr/>
Total expenditures for the year.....	138,491,466.27
Add expenditures during the year on account of previous years.....	293,021.70
	<hr/>
Total expenditures during the year.....	138,784,487.97
Excess of expenditures over receipts.....	4,560,044.73
	<hr/>
Receipts.....	134,224,443.24

RECEIPTS AND EXPENDITURES BY DECADES.

Taking up by decades the receipts and expenditures of the post-office service since 1792, these results are shown:

Year.	Number of offices.	Receipts.	Expenditures.	Surplus.	Deficit.
1792.....	195	\$67,443	\$54,530	\$12,913	.....
1802.....	1,114	327,044	269,866	57,178	.....
1812.....	2,610	649,208	540,165	109,043	.....
1822.....	4,709	1,117,490	1,167,572	.....	\$50,082
1832.....	9,205	2,258,570	2,266,171	.....	7,601
1842.....	13,733	4,546,849	5,674,752	.....	1,127,903
1852.....	20,901	6,925,971	7,108,459	.....	182,488
1862.....	28,875	8,299,821	11,125,364	.....	2,825,543
1872.....	31,863	21,915,426	26,658,192	.....	4,742,766
1882.....	46,231	41,883,006	40,482,021	1,400,984	.....
1892.....	67,119	70,930,475	76,980,846	.....	6,050,371
1902.....	75,924	121,848,047	124,785,697	.....	2,937,649
For the year—					
1903.....	74,169	134,224,443	138,784,487	.....	4,560,044

PROPOSED ADDITION TO PRESENT DEPARTMENT BUILDING.

Congress at its last session passed an act looking toward the purchase of block 324, which is located immediately south of the present department building, for the purpose of erecting thereon an annex to the department building. The phenomenal growth of the postal service and the consequent increase in the business of the Department makes it more and more imperative that this addition to the present department building should be constructed at an early date. The Department is at present at great inconvenience, occupying several buildings and parts of buildings located at considerable distances from the main office, and paying a large amount of rental therefor, which buildings are not fireproof. I therefore most earnestly urge upon the Congress the enactment of suitable legislation to acquire the title to the property referred to.

PAY AND HOURS OF CLERKS IN POST-OFFICES.

As stated in my last annual report, the Department had been endeavoring during the fiscal year ending June 30, 1902, to better, wherever possible, the conditions of the postal employees, especially so in the cases of clerks in post-offices, there having been, in my opinion, very great inequalities and injustice in the compensation of this class of employees. To remedy this inequality more than 12,000 clerks were promoted during the fiscal year ending June 30, 1902, nearly all of whom were receiving less than \$1,000 per year compensation, and it was the intention of the Department to continue this equalization and promotion in the lower grades of clerks during the fiscal year ending June 30, 1903, but for the reasons hereinafter stated it was found impossible to do so, much to my regret. In order to enable the Department to deal in a practical way with this subject, I earnestly recommend that Congress make a "lump sum" appropriation for clerks in first and second class post-offices, instead of appropriating for clerks by grades as at present.

The acts of Congress making appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1900, and subsequent years, have defined and specified the number of clerks in each grade in first and second class post-offices from \$100 to \$3,200. Prior to July 1, 1899, the appropriations for clerks had been made in a lump sum. The present plan originated in Congress, and is in line with the method of making appropriations for the Executive Departments. Although this segregated appropriation became effective July 1, 1899, it was not put in operation until July 1, 1903. Apparently the Department found it impracticable to fit the number of clerks in first and second class offices to the number fixed in each grade in the appropriation, and the law was therefore construed to mean that so

long as the total appropriation was not exceeded it made no particular difference whether there were more clerks in one grade than appropriated for by Congress. The records show that on July 1, 1899, the number of clerks in certain grades exceeded the number defined in the appropriation, and no attempt to comply strictly with the law was made until the beginning of the present fiscal year.

APPLICATION OF THE LAW.

A proper construction of the law had been requested of the Comptroller of the Treasury, who decided that the Department was not authorized to allow a greater number of clerks in any one grade than specified in the appropriation law, increased by 5 per cent.

It then became necessary to fit the number of clerks in first and second class post-offices into the grades fixed by Congress, and our experience has clearly demonstrated that this method of appropriating for the general postal service is cumbersome and unsatisfactory, if not wholly impracticable. While no clerk was actually reduced in salary, it was necessary to cancel more than 3,400 promotions previously authorized. In certain grades all promotions recommended by postmasters were allowed; in other grades very few, thus causing great dissatisfaction among the clerks. It was difficult to explain to the clerks why promotions from \$900 to \$1,000 were allowed, and promotions from \$800 to \$900 refused. In some instances we were compelled to jump grades, allowing \$200 promotions, and many of the additional clerks were allowed at higher salaries than recommended by the postmasters—a seeming extravagance. We are now paying out of the appropriations for temporary clerks and for substitutes in place of clerks on vacation; 250 regular clerks at \$600 each, an unsatisfactory method, but absolutely necessary under present conditions, in order not to cripple the postal service. However, after taking advantage of the 5 per cent transfer clause in the law, the number of clerks does not now exceed in any grade the number fixed by Congress.

EXTRAVAGANT ESTIMATES NECESSARY.

It is difficult to estimate the exact sum necessary for the postal service eight months before the beginning of the fiscal year in which the appropriation is to be used, but to estimate the actual number of clerks in each grade is a greater difficulty. It is manifestly impossible to estimate just how many clerks will be required in each grade in 1,473 first and second class post-offices July 1, 1904, and throughout the fiscal year. We do not know how many first and second class post-offices there will be July 1, 1904, and we must therefore ask for a greater number of places than we will probably use, to allow a safe margin in each grade.

The postal service is growing with great strides. A large post-

office may have sufficient clerical force at the beginning of the fiscal year, July 1; on October 1 it may need 100 additional regular clerks; on January 1, 50 more, and so on. If the appropriation be made in a lump sum, we will allow such additional clerks as are needed July 1, and at any subsequent date increase the number economically. Under a segregated appropriation, however, we must allow all the additional clerks on July 1, or else carry along in the appropriation several hundred vacancies in order to provide for the growth of the service. Therefore we must not only estimate for more clerks in each grade than will be needed, but we must estimate for nearly twice as many additional clerks as will be required under a lump sum appropriation. There will be turned back into the Treasury this year out of the present segregated appropriation at least \$200,000, and probably a much greater sum.

MAXIMUM SALARIES FIXED BY LAW AND ADDITIONAL LEGISLATION UNNECESSARY.

The number of vacancies existing in the higher grades (from \$1,600 to \$2,700) is conclusive evidence that it is not the policy of the Department to allow extravagant salaries to clerks in post-offices.

The present method of segregating the appropriation into grades involves a large amount of unnecessary bookkeeping both in the salary and allowance division and in the auditor's office.

DIFFICULTY OF COMPLYING WITH THE LAW.

Clerks in post-offices are not nominated by the Department, but by postmasters, and we thus have to deal with 1,473 appointing officers. If, for instance, our books show that we have exactly the number of clerks in each grade fixed by law and a \$900 clerk in a small post-office resigns, in order to preserve the correct number it is essential that a \$900 clerk be appointed to the vacancy. It might happen that no one in the office was entitled to a promotion and that the vacancy could best be filled by appointing two clerks, one at \$400 and one at \$500, or that one clerk would be satisfactory. But this economical method of filling the vacancy could not be permitted, since the grades would be exceeded.

A LUMP SUM APPROPRIATION FOR THE LOWER GRADES AND A SEGREGATION OF THE GRADES ABOVE \$1,200.

This plan has been suggested as a compromise, but nearly all the objections apply, though in a less degree. The number of clerks above \$1,200 under the present law is 1,400. Changes in the higher grades are less frequent in proportion to the number of clerks than in the lower grades, and therefore the extra work of keeping within the grades may be disregarded. On the other hand, salaries of superintendents are fixed on a percentage basis under the law; that is, the

maximum is fixed on a percentage basis, and it is impossible to estimate the number of postmasters of first-class offices that will be advanced \$100 or more in salary July 1, 1904. Therefore, we will have to ask for more clerks in each grade above \$1,200 than will be needed. No possible good or economy can be effected by this segregation.

In view of the importance of this subject, and the fact that it related entirely to the postal service in the local post-offices rather than to the Department proper, and for the purpose of obtaining the advice of those who had practical personal relations with the subject-matter, I appointed a committee, consisting of seven postmasters, selected from offices of different grades, located in different parts of the country, who, together with the First Assistant Postmaster-General and the Superintendent of the Division of Salaries and Allowances of the Department, carefully considered the subject-matter, and the recommendations herein made are in consonance with their report.

COMPENSATION OF CLERKS AND LETTER CARRIERS.

By Executive order dated January 31, 1902, postal employees were forbidden, either directly or indirectly, individually or through associations, to solicit an increase of pay or to influence or to attempt to influence in their own interest any other legislation whatever, either before Congress or its committees, or in any way save through the heads of the departments in or under which they serve, on penalty of dismissal from the Government service.

In consequence of this order there have been presented to the Department, by committees representing various classes of postal employees, statements setting forth the reasons why such employees deem their claims for increased compensation to be well founded. Such petitions will be at the proper time laid before Congress, together with a request that the representatives of the employees shall be given an opportunity to be heard before the proper committees of Congress.

In this connection I beg again to urge the propriety of the payment of substitute clerks and letter carriers on a different basis from that which now obtains. At present such substitutes are required to report daily to the post-office for employment and to hold themselves in readiness to be called upon at any time, and they are paid nothing unless they are called upon to perform service for clerks or letter carriers who are absent from duty. This method of payment is very unsatisfactory. It results in a very large number of the best men who seek admission to the postal service becoming dissatisfied and discouraged, in consequence of which they abandon their efforts to enter the public service, and we are left too often with employees as substitutes who are unable to obtain employment outside the Government service. It needs no argument to demonstrate that such a con-

dition of affairs is not consistent with sound public policy. I therefore earnestly recommend that Congress shall enact a law which will provide a minimum compensation of, say, \$30 per month to be paid such substitutes when the compensation of the substitute coming from the absent employee in whose place he serves shall not in any month equal \$30.

The present system of paying substitutes provides that they shall receive the full compensation of the clerk or letter carrier in whose place they serve. In my opinion this arrangement works seriously to the disadvantage of the public service, in that there are retained in the postal service many aged experienced employees who have become, to a greater or less extent, superannuated, but who naturally retain their connection with the service just as long as possible, and the Department is reluctant to remove such veteran employees, the greater number of whom are veterans of the civil war, and who are receiving the highest grade of compensation as letter carriers, and generally, by reason of long service, considerable salaries as clerks. In justice to such employees, and for the good of the public service, I would recommend that where a clerk or letter carrier has been twenty-five years in the service and shall have attained the age of 65 years the Postmaster-General be empowered, upon the recommendation of the postmaster, to employ a substitute for such clerk or letter carrier, which substitute shall receive not to exceed two-thirds of his salary, the other one-third going to such clerk or letter carrier. It is believed that such action, if authorized by Congress, would not increase the appropriations for clerical hire or the letter-carrier service to any considerable extent, and would result in much better service, for the reasons stated.

MONEY-ORDER BUSINESS.

The postal money-order business continues to increase at a very rapid rate. The increase in the business in the United States for the year 1903, as compared with 1902, is as follows:

Number of money-order offices in operation 1902.....	31,680
Number of money-order offices in operation 1903.....	34,547
Number of domestic money orders issued:	
1902	40,474,327
1903	45,941,681
Amount of domestic orders issued:	
1902	\$313,551,279.88
1903	\$353,627,648.03
Amount of orders paid and repaid:	
1902	\$315,220,488.68
1903	\$353,173,320.52
Excess of receipts over expenses, paid from the proceeds:	
1902	\$1,652,971.83
1903	\$1,904,887.63

The international business shows a still greater increase, as compared with the preceding fiscal year, the increase in the number of orders issued being 603,038, with an increase of 446,465 in the number of orders paid, an increase of \$12,263,462.32 in the amount of orders issued and an increase of \$5,861,843.11 in the amount of orders paid.

POSTAL CHECKS.

The rapid extension of the rural free-delivery service increases the demand that the Government shall provide some easy, convenient, and safe method for the transmission of small sums of money through the mails, and I urge upon Congress the importance of passing some law which will insure to our people this advantage at as early a date as possible.

As the rural free-delivery service has been extended the number of letters carrying small amounts of currency has greatly increased. At present there is no convenient method provided in the rural districts for making such remittances through the mails except in currency or postage stamps, and such currency and stamp remittances are a constant temptation to those handling them.

POSTAL SAVINGS BANKS IN PORTO RICO.

My attention has been called to the necessity for providing some safe and convenient method for the people of Porto Rico to deposit their surplus earnings. At present the banking facilities on the island are very limited, and there is practically no safe way open for the people to take care of their savings.

I would suggest that Congress consider the propriety of authorizing the post-offices of Porto Rico to receive moneys in small amounts on deposit, giving thereon a rate of interest not to exceed 2 per cent per annum.

PRIVATE LETTER BOXES.

In view of the unlawful uses to which private letter boxes, established in large cities to be rented for the receipt of correspondence, etc., have been put, it is recommended that a law be enacted to prohibit the establishment and maintenance of boxes to be rented for the receipt of mail without authority from the Post-Office Department.

EXPLOSIVES IN THE MAILS.

There is frequently deposited in the mails explosive, inflammable, or other matter liable to destroy mail or injure postal employees or persons to whom such matter is delivered.

A penalty should be provided by law for the mailing of explosive or inflammable material. The Department holds such matter to be unmailable, but it is often sent in sealed packages, the contents of which are unknown at the time of its acceptance for dispatch.

COUNTERFEITING POSTMARKING STAMPS.

The act of Congress approved August 23, 1894, requires postmasters at offices of the fourth class to execute pension vouchers and to place on each voucher executed an impression of the postmarking stamp as evidence, in the same manner as a "seal" is used by an officer having a seal. Counterfeits of postmarking stamps have been made and used by advertisers for the purpose of making it appear that errors have been made in the delivery of mail.

In view of the improper use to which such stamps in the hands of unauthorized persons may be put, either in the execution of pension vouchers or to reflect injuriously upon the postal service for advertising purposes, it is suggested that a penalty be provided for the counterfeiting of an official postmarking stamp, or for the use of such stamp for an improper purpose.

CONVICT LABOR.

The attention of the Department has been called to the fact that a certain contractor for supplies furnished the Department has arranged for the manufacture of such supplies by convict labor. Believing that this action is contrary to public policy, I recommend the enactment of a law by Congress which shall prevent this being done.

POSTAL FACILITIES IN NEW YORK CITY.

The last Congress provided for the appointment of a commission, consisting of the Secretary of the Treasury, the Attorney-General, and the Postmaster-General, whose duty it was to select a site for a new post-office building in the city of New York. This commission visited New York and inspected the various sites proposed for such new post-office building and reported its conclusions to Congress, but no action was taken thereon.

Because of the location of the city of New York on a long and narrow peninsula and the congested condition of the city's streets, it is difficult to give to that metropolis as good a postal service as the volume of business therein transacted justifies. The transmission of the mails from the railroad stations to the present city post-office, and its distribution from the post-office to the people in New York, owing to present conditions, is necessarily slow and difficult.

The business interests of New York, in my opinion, have a right to demand of the Government better postal facilities, and with that end in view the Commission designated by Congress recommended the location of the proposed new building at a point adjacent to the new railway station at the terminal of the Pennsylvania Railroad Company, so located that mails could be elevated directly from the tracks of the railroad company to the proposed new post-office, and from the

post-office building dropped directly to the cars of the railroad company. As the mails sent out from this railway station will approximate one-half of all the mails distributed from the city of New York, it will be seen that very considerable time will be saved if this result can be accomplished.

Since the report of your Commission, the Department has received an informal proposition from representatives of the New York Central and Hudson River Railroad Company, whereby the Department could secure similar advantages in connection with the improvements in the terminal facilities of that corporation.

The Department at the present time is compelled to rent at a high price a very insufficient building, which gives very inefficient and inconvenient facilities, at Forty-second street. The proposition made to the Department in this connection is either for the purchase of the site over the tracks of the New York Central Company at its new terminals, and the erection by the Government of a building thereon or the rental by the Department of a building to be erected by the railroad company over its tracks, which rental shall be determined at a very low rate of interest upon the cost of the building and the value of the land.

With the pneumatic-tube service, improved and extended as it undoubtedly will be in the future, and with these additional facilities in connection with the two great railroad systems terminating in New York, the postal service in that city would be greatly improved, and no just cause for complaint in that regard would need further to arise.

MAIL TRANSPORTATION.

On June 30, 1903, the total number of domestic routes of all classes was 33,448; their length 506,268 miles, and the annual travel 493,193,359 miles. Compared with the preceding year this is a decrease in length of routes of 1,272 miles, but an increase in annual travel of 18,958,671 miles. The expenditure for such service for the last fiscal year was \$63,594,542.34, an increase of \$4,312,664.81.

STAR ROUTES.

At the close of last fiscal year there were 20,613 star routes, the length of which was 249,364 miles, the annual travel 127,240,152 miles, and the cost \$6,614,999.95 per annum. The contracts for the star routes in the third contract section, embracing the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, expired June 30, 1903, and new contracts were made last year for all of the star service in those States for the four-year term beginning July 1 last. These new contracts covered 3,340 routes, aggregating 32,724 miles in length, and 19,343,981 miles of annual travel, at an annual expenditure of \$1,276,277.07.

The average rate per mile traveled on June 30, 1903, under the old contracts was 3.77 cents. On July 1, 1903, the average rate under the new contracts was 6.59 cents per mile traveled. At the average rate paid under the new contracts a contractor traveling 22 miles each week day would receive \$1.45 per day, or \$453.79 per annum. The new contracts contemplate additional and better service. They require not only the transportation of mail in pouches between post-offices as formerly, but also the delivery of mail into boxes or of private mail bags to mail cranes along the routes for all persons residing upon or near the routes who choose to erect boxes or cranes and request that their mail be so delivered, and also the carrying of the private mail bag from the crane to the post-office. The old contracts did not obligate the carrier to thus deliver and collect mail. These new contracts were let to those persons only who agreed to live within the delivery of some post-office on the route to be operated and to give their personal supervision to the performance of the service, thus all the money paid by the Department goes to the local contractor, and the people secure a higher grade of service than was possible under the practice which prevailed some three years ago when non-resident speculators were permitted to become contractors and to sublet their routes to persons of their own selection, the speculator having in view the largest possible profit to himself.

Box delivery on star routes.—For the purpose of issuing advertisements and making contracts for transporting the mails on star routes, the United States is divided into four contract sections, and new contracts for a term of four years are made in some one of the sections each year. During the past three years as the contracts were about to expire there have been incorporated into the new advertisements and contracts provisions whereby all persons living on or near the routes could have their mail delivered by the carriers into boxes erected along the lines of the routes. This system of box delivery, wherever practicable, was applied July 1, 1901, to all of the first contract section, including the thirteen States from Maine to West Virginia, which at the close of the last fiscal year had 5,365 routes; on July 1, 1902, to the fourth contract section, which includes all but three of the States and Territories west of the Mississippi River, having 6,159 routes; and on July 1, 1903, to the third contract section, covering the eight States in the Middle West, north of the Ohio or bordering the Mississippi River, having 3,340 routes.

South Carolina was the State to which as a whole this service was first given (July 1, 1900), and the letting of contracts now pending will extend the box-delivery service from July 1, 1904, to the remaining seven of the Southern States and Porto Rico, which compose the second contract section, containing 5,577 routes. The feature of delivering mail into boxes along the lines of routes will then have

been extended to the entire system of star service on more than 20,000 routes, aggregating over 249,000 miles in length. At the close of the last fiscal year the box delivery had been in effect in the first section (the far East) for two full years, and in the fourth section (the far West) for one year, and in June last inquiries were sent to each of the 11,524 routes in those two sections to ascertain the extent to which the people were availing themselves of this facility. The replies received from 10,545 routes show that 73,960 boxes or cranes have been erected along these routes, and that 103,743 families are having their mail delivered to them by the carriers by the means of these boxes or bags attached to cranes. The reports indicate that the service is generally satisfactory to those who are served by it.

Collection from boxes on star routes.—All carriers on star routes have been required by statute in force for many years past to receive any mail matter presented to them if properly prepaid by stamps and deliver the same for mailing at the next office at which they arrive, without additional pay. When box delivery was inaugurated it was not advisable to include at first the collection of mail from the boxes along the routes. Subsequently a partial collection of mail was secured by requiring the carrier to take any private bags that might be suspended from cranes or posts along the route and deposit them at the next office at which he arrived. It was not until last year, however, that the bulletin advertisements were changed so as to require a complete collection of mail from all boxes along the routes under contracts effective on or after July 1, 1903. The first general advertisement in which this complete box-collection service was inaugurated was that issued September 15, 1903, for the second contract section, covering the Southern States above named, the contracts for which will go into effect next July.

Star service discontinued.—The star service discontinued during the year ended June 30, 1903, by reason of the establishment of rural free-delivery service amounted to \$303,195.94. In some cases this office subsequently found it necessary to reestablish the star service, but the cost of service as reestablished has not been deducted from the amount above named.

ALASKA.

Among the extensions of new lines of service in Alaska arranged for last year may be mentioned the following:

From Homer to Kenai, 150 miles; from Fort Yukon, by Coldfoot, to Bettles, 250 miles; from Teller to Igloo, 65 miles; from Circle to Mastodon, 60 miles; from Nome, by Solomon, Council, Candle, Kee-walik, and Deering, to Kotzebue, about 300 miles.

For the summer season just closed steamboat service was authorized on the Tanana River between Tanana and Fairbanks, 275 miles, the supply point for the newly discovered gold diggings, as often as the

steamers of two transportation lines might run, not exceeding 14 round trips during the season, and also steamer service from Teller, by Wales and Deering, to Kotzebue, 355 miles, 7 round trips during the season of navigation.

A contract has also been authorized for a route from Barrow (Point Barrow), by Hope (Point Hope), to Kotzebue, about 650 miles, 2 round trips during each winter season, beginning November 1, 1903, which service is expected to be performed by reindeer; also a contract for service from Valdez, on the southern coast, by mouth of Chistochena River, Chisna, mouth of Delta River, Fairbanks, and Chena, to Tanana, about 620 miles, 2 round trips a month from December 1 to April 30 of this winter, running time each way not to exceed 25 days; mails to be carried by dog teams in connection at Valdez with steamers to and from Seattle.

At the close of last fiscal year there were 41 routes in Alaska, aggregating 18,876 miles in length and 924,149 miles in annual travel, at a cost of \$322,921.82 per annum.

HAWAII AND PORTO RICO.

In Hawaii there were 91 routes, aggregating 14,770 miles in length, with an annual travel of 742,696 miles, costing \$96,234.38 per annum. The closed mails conveyed by local steamboat routes, star routes, and railroad routes within the Territory of Hawaii amounted to 50,745 pouches and sacks. Between San Francisco and Hawaii there were 20,536 pouches and sacks, and between Honolulu and foreign ports there were 3,127 bags. The local steamboat routes cover all navigable waters within and around the several islands comprising the Hawaiian group. Every landing on the islands is touched by some mail steamer. Every steamer plying between Hawaiian ports carries the mails.

In Porto Rico at the close of last year there were 49 routes of all kinds, the total length of which was 3,498 miles, on which there was an annual travel of 553,873 miles at a cost of \$80,203.03.

STEAMBOAT SERVICE.

On June 30 last there were 214 steamboat routes, the total length of which was 39,904 miles, with an annual travel of 5,532,479 miles, costing \$679,724.92. Compared with the previous year this was an increase of 5,565 miles in length of routes; 116,081 miles in annual travel, and \$81,473.87 in annual cost. The service in the third contract section was relet last year for the term of four years, beginning July 1, 1903, and the increase in cost under the new contracts was \$5,122.19.

MAIL-MESSENGER SERVICE.

At the end of last fiscal year there were 7,600 mail-messenger routes, aggregating 5,113 miles in length, 10,629,373 miles in annual travel at

a cost of \$1,111,145.51 per annum. In this service there was a decrease in length of routes of 145 miles, but an increase in annual travel of 133,750 miles, and in annual cost \$55,171.45.

PNEUMATIC-TUBE SERVICE.

Pneumatic-tube mail service is now in operation in Boston, New York, Brooklyn, and Philadelphia, and contracts have been executed contemplating its establishment in Chicago and St. Louis. A detailed statement as to this service will be found in the report of the Second Assistant Postmaster-General. The service which was in operation on June 30 last covered 12.49 miles of double tubes, at an annual rate of expenditure of \$201,095.14. The contracts which have been executed, however, contemplate that there will ultimately be about 51 miles of double tubes, and that the annual rate of compensation for performing the service will be \$791,804.41. The appropriation for the current fiscal year is \$800,000, and the estimate submitted for next year is the same.

REGULATION AND SCREEN WAGON SERVICE.

There were 263 regulation or screen wagon routes in the cities, covering 1,252 miles in length, with an annual travel of 4,606,606 miles, at a cost of \$859,247.18 per annum. Compared with the previous year this shows an increase in length of routes of 35 miles, in annual travel 169,539 miles, and in annual cost \$70,924.51.

RAILROAD TRANSPORTATION.

On June 30, 1903, there were 2,935 railroad routes, the total length of which was 192,852 miles with an annual travel of 333,491,684 miles, costing \$36,607,524.80 per annum. The increase in length of routes was 5,722 miles; in annual travel 20,970,205 miles, and in annual expenditure \$1,558,313.58.

A weighing of mails was had on all of the railroad lines in the third contract section, embracing 8 States in the Middle West, and the result of the regular quadriennial readjustment of pay for railroad transportation in those States for four years beginning July 1 last, was an increase in annual cost of \$2,439,112.83, being 18.05 per cent.

ELECTRIC-CAR SERVICE.

There were in operation on June 30 last, 379 electric and cable car routes, with a total length of 4,283 miles, an annual travel of 8,585,950 miles, and costing \$461,216.40. The increase in length was 775 miles, in annual travel 1,051,193 miles, and in annual expenditure \$46,867.65.

RAILWAY MAIL SERVICE.

Extent of service.—On June 30, 1903, there were 1,400 lines of traveling post-offices, covering 189,298 miles in length; the number of employees in the service was 10,555; the annual distance traveled by clerks in cars and boats, 235,114,604 miles. To accomplish this 4,039 cars and apartments were used on the steam roads, besides 20 cars on electric lines under the supervision of the railway mail service, and 87 apartments on steamboats. It is estimated that these clerks handled 15,999,802,630 pieces of ordinary mail and 29,897,063 packages and cases of registered mail. The errors by clerks in handling the mail as reported indicate but one error for every 11,530 pieces correctly distributed.

Casualties.—There were 373 casualties to mail cars last year in which either clerks or mail or both were injured. There were killed 18 clerks, 1 substitute, and 3 mail weighers; and there were 78 clerks seriously and 398 slightly injured. Congress made provision in the last two appropriation bills for the payment of \$1,000 to the legal representatives of every clerk killed in the line of duty. I approve the suggestion that this provision be extended to the substitute clerks as well as to the regular clerks. The large number of accidents which occurred to trains carrying railway post-office cars last year has invited attention to the hazardous service in which postal clerks are engaged. The question has been raised as to whether the plans and specifications under which postal cars are now being built are such as to secure the strongest possible construction and afford the necessary precaution to the clerks. The plans and specifications authorized by the Department some years ago were believed to be the best that could be devised at that time, but action is being taken to secure the latest information and suggestions concerning car construction with a view to making such improvements as may be found to be practicable. The matter will be given the most careful consideration.

Improvements.—New and improved service in lines of full railway postal cars or apartment cars during the past fiscal year was applied to 28,357 miles. Additional car space has been provided on lines aggregating 10,421 miles. Train schedules have been quickened and new fast-train service has been inaugurated, resulting in expedition to the mails.

Reorganization and reclassification.—Although Congress has not taken favorable action upon the full reorganization and reclassification bill which has been introduced in recent years, it has made provision for additional classes and for increase in salaries in higher classes, which has resulted in substantial benefit to the service. Two classes of railway post-office clerks, however, have not received consideration in the way of appropriate increase of salary. These are classes 2 and

3 in full railway post-offices. I therefore approve the recommendation of the Second Assistant Postmaster-General that the salaries of clerks of these classes, in crews where four or more clerks run over the whole length of the line, be increased from \$900 per annum to \$1,000 per annum, and from \$1,000 per annum to \$1,100 per annum, respectively.

Substitute clerks.—The importance to the railway mail service of a more permanent list of substitutes from which the ranks of the regular clerks are recruited, free from the disadvantages of only occasional employment with corresponding uncertainty of pay though with a liability for a call for service at any time, is recognized. In order to secure this, I approve the recommendations of the Second Assistant that suitable legislation be had providing a monthly salary of not less than \$30 for each such clerk, with the understanding that he will be subject to call of the Department for at least eleven days' labor a month whether as substitute or otherwise.

Railway mail service relief and superannuation measure.—The hazardous employment and the unusual tax on the mental and physical endurance of railway post-office clerks have long suggested to their immediate superior officers the desirability of some plan whereby those permanently disabled in the line of duty or worn out through long and faithful service may retire on an annuity. The views and suggestions of such superior officers have been set forth in their several reports from time to time. The subject commends itself as worthy of earnest consideration.

Expenditures.—Expenditures on account of the railway mail service, including officers, clerks, and other items, last year amounted to \$11,228,845.75. This does not include railroad transportation or railway post-office cars. The number of officials and clerks was 10,555. Comparison with the previous year shows an increase of 824 officials and clerks, and of \$985,453.74 in the annual rate of expenditure.

MAIL EQUIPMENT.

The amount expended last year for mail bags with their appurtenances was \$273,762.07; for mail locks, keys, etc., \$42,577.63; and for rent and maintenance of mail-bag and mail-lock repair shop, \$8,473.58. These amounts are substantially the same as the expenditures for the preceding year. There were 132,876 bags of all kinds purchased last year at a cost of \$120,819.15. The number of pouches and sacks made in the mail-bag shop was 15,060; repaired, 1,730,170; and condemned, 70,484. It is estimated that at the close of the year there were 1,380,217 mail bags in use and in reserve in the postal service. The report of the officer in charge shows in detail the operations of the mail-bag and mail-lock repair shops.

FOREIGN MAILS.

Last year the Department paid for the transportation of foreign mails the sum of \$2,383,588.80. The contracts for service on ocean mail route No. 69, from New York to Tuxpan, via Habana and other intermediate ports, and route No. 70, from New York to Habana, expired October 31, 1902, and the service having been readvertised contracts for both routes were awarded for service commencing November 1, 1902, the contract for the former route being for a term of ten years and for the latter route for a term of five years. Each contract requires a sailing from New York once a week, making a direct steamer service between New York and Habana twice every week. There are now 7 routes under contract for ocean mail service, the annual rate of expenditure for which is \$1,475,138, the same as reported for the preceding year.

Sea post-office service.—The extension of the sea post-office service to the White Star Line, plying between New York, Queenstown, and Liverpool, is now assured. Plans for fitting up sea post-office rooms for distributing clerks making up mails for the railroad and overland connections at New York have been informally approved and attention given to the various details to be arranged for the new service. The steamships *Oceanic*, *Teutonic*, *Majestic*, *Cymrio*, and *Celtic* will have the sea post service and perform the weekly service from New York to Queenstown and Liverpool. Sea post-office lines are therefore provided for on the North German Lloyd, the Hamburg-American, the American, and the White Star lines, making sailings from New York on Tuesday, Wednesday, Thursday, and Saturday of each week and corresponding arrivals. Attention has been given to the relocating and enlarging of the sea post-offices on ships of the American Line, whereby additional clerks may be employed and more complete separation made of mails for destination in the United States.

Parcels post.—The statistics relative to the operation under the parcels-post convention between this country and Germany, show that the United States was receiving postage on 77,174 pounds sent to Germany, while Germany was receiving postage on 400,289 pounds sent to this country. We had a much larger territory through which to transport to destination the incoming German mail, as well as five times the weight to handle. After an experimental test of three years it was thought advisable to have a modification of this convention and therefore, after due notice and by mutual agreement, the convention was modified so as to reduce the weight of parcels from 5 kilograms (11 pounds) to 2 kilograms (4 pounds 6 ounces), and at the same time notice was given to the other countries of the Eastern Hemisphere that negotiations with them would be resumed, if desired, looking to the concluding of conventions with them on the lines of the German convention thus modified. The countries of the Western Hemisphere

send to this country comparatively few parcels. They receive more largely from us, and are permitted to retain the limit of weight that adapts itself to their needs, namely, 5 kilograms, or 11 pounds.

DIVISION OF MAIL CLASSIFICATION.

The applications for admission of publications to the second-class of mail matter favorably considered numbered 3,850, a decrease of 722 from the previous year. Entry was denied 1,713 publications, an increase of 32 over the previous year.

There were 509,537,962 pounds of second-class matter mailed by publishers and news agents at the pound rate of postage during the fiscal year. The postage paid thereon amounted to \$5,095,379.62. Postmasters' statements of newspaper and periodical mailings show 36,305,884 pounds of second-class publications to have been mailed free in the counties of publication during the year, making a total of all second-class matter mailed by publishers and news agents of 545,843,846 pounds, the free county circulation being 6.48 per cent of the entire amount of second-class matter mailed as stated.

The total of second-class matter mailed at the 45 offices having the largest mailings in the country during the year was 419,794,064 pounds, as against 374,391,175 pounds during the fiscal year ended June 30, 1902, an increase of 45,402,889, or 12.127 per cent. The amount collected at these offices in postage amounted to 82.387 per cent of the total amount collected on second-class matter mailed by publishers and news agents throughout the country.

The collection of postage at the third-class rate on matter improperly mailed as that of second class during the year amounted to \$42,761.25, an increase of \$14,565.36, or 61.66 per cent over the previous year.

ABUSES—SECOND CLASS OF MAIL MATTER.

The abuses of this class of mail matter have been discussed and defined in many previous reports. Under date of July 17, 1901, after much deliberation and after the abuses of this class had been a scandal to the postal service for many years, it was determined to undertake a reform, through a proper and rational interpretation of the statute, which should be as thorough as possible and yet free from interference with legitimate newspapers and periodicals in the rights accorded them by law. Since that date the Department has moved steadily forward toward accomplishment of the desired end. The following results may be regarded as definitely attained and substantially established:

First. All publications which are in fact books and not "periodical publications" have been relegated to the third class, as the statute intends.

Second. The news agents' "return privilege"—that is to say, the mailing at the pound rate dead or unsold matter back to the point from which it was originally shipped, to be returned to the publisher—has been stopped.

Third. A limit properly justified by the statute has been put upon the sample-copy privilege, the effect of which is to cure in the main the so-called sample-copy abuse.

Fourth. Alleged "newspapers" and "periodicals," issued by certain private schools, academies, and other educational enterprises, usually with an advertising purpose, and claiming the benefit of the law according the second-class mailing privileges to publications of "regularly incorporated institutions of learning," have been eliminated from that class and placed in the third class of mail matter, as contemplated by law.

Fifth. Rulings have been made and sustained under the act of March 3, 1879, which tend to correct the great evil by which many advertising sheets, contrary to the express prohibition of the statute, both gain and maintain the second-class mailing privilege by having advertisers or other interested parties contract for a bulk number of copies of several or many issues to be sent to persons designated by them. Such pretended subscriptions made in bulk were formerly classed as regular in making up what the statute requires—"a legitimate list of subscribers."

REGISTRY SYSTEM.

During the year, 25,951,178 letters and parcels were registered in the various post-offices of the country. Of this number, 3,561,825 were free registrations, and 22,389,353 were paid registrations, for which \$1,791,148.24 in registry fees was collected.

This represents an increase of 2,761,210 in paid registrations, as compared with the preceding year, and an increase of \$220,896.80 in the amount collected as registry fees. The increase in the number of paid registrations for the past year is more than half a million greater than the increase of any previous year.

Of the reported losses of registered matter which were investigated during the year, recovery was found to be impossible in 659 cases. Of these cases 270 involved official matter exclusively, of practically no money value, leaving 389 as the number of losses sustained by the public. In the case of registered matter mailed by the public the rate of loss was therefore 1 in every 57,566 pieces. Taking into consideration the official mail matter registered free, as well as the matter registered for the public, the rate of loss was 1 in every 39,379 pieces.

The total number of claims for limited indemnity certified for payment during the year was 469, amounting to \$3,091.01. The aggregate value of the lost matter in these 469 cases was \$7,657.65.

During the year city letter carriers accepted for registration 379,169 pieces of mail matter, an increase of 61,227 over the preceding year. The average number of pieces accepted for registration by carriers at each of the 1,032 city free-delivery offices of the country during the year was 367.

There were registered by rural carriers during the year, 241,099 letters and parcels, or more than twice the number registered by rural carriers during the preceding year.

ISSUE OF POSTAGE STAMPS, ETC.

The total number of ordinary, special-delivery, and postage-due stamps, postal cards, and stamped envelopes issued to postmasters during the fiscal year (including 9,829,240 stamp books) was 7,034,732,035, an increase over the previous year of 973,275,908 pieces, or 16.05 per cent; value, \$129,430,173.01, an increase of \$16,764,619.55, or 14.88 per cent.

BOOKS OF STAMPS.

The demand for stamps in book form continues very large, the increase in the number issued last year being 2,735,966 books, or 38.58 per cent, over the previous year. The 1 cent each at which these books are sold over the value of the stamps contained therein paid the cost of manufacture, and in addition has yielded a profit of \$151,144.93 to the Department on the total number of stamp books issued since stamps were first put up in this form in 1900.

NEW ISSUE OF STAMPS AND STAMPED ENVELOPES.

During the year an entire new series of stamps and stamped envelopes was issued. All of the new stamps are highly artistic. It was believed, however, that the first design of the 2-cent stamp could be improved, and the Bureau of Engraving and Printing prepared another design which has been substituted for it. There are four denominations of stamped envelopes, and in the new series each denomination of embossed stamp is of a distinctive geometrical figure, which is a departure from the former practice of issuing all the denominations in uniform size and shape.

CONSOLIDATION OF THIRD AND FOURTH CLASS MATTER.

In my last report I explained the difficulty of differentiating between third and fourth class matter, and how irritating and vexatious the questions which arise through the necessity of maintaining these two classes are to the public. Without repeating the argument on this point, I again recommend that Congress be asked, in the interest of efficient postal service, to consolidate the third and fourth classes of

mail matter and fix the rate of postage at 1 cent for each 2 ounces or fraction thereof. The effect upon the revenues would be immaterial, while the service would be greatly simplified and advanced, both to the public and to the Department.

THE PAYMENT OF POSTAGE IN MONEY ON MAILINGS OF IDENTICAL
PIECES OF THIRD AND FOURTH CLASS MATTER.

The recommendation in my last annual report that Congress be asked to authorize the Postmaster-General to accept, under suitable regulations, the mailings of large quantities of identical pieces of printed matter and small articles of merchandise without the necessity of affixing postage stamps to the individual pieces was favorably considered by the House of Representatives and passed that body as a rider on the Post-Office appropriation bill. That provision, however, was eliminated when the bill passed the Senate. It is my opinion that the failure of the measure in the Senate was due to a misapprehension to the effect that it amounted to a reduction of postage rates on those classes of matter when so mailed. This is erroneous. The provision contemplated that the rate should remain exactly the same.

I now renew my recommendation of last year that Congress be asked to authorize such a provision. Suitable regulations can be framed which will assure to the Government the proper collection and safe accounting for the full revenue under such authority. The business interests, I believe, demand such a concession. A great economy will be effected. The Department will save the expense of manufacturing stamps, the sale of them to the public, and the labor of canceling them on the individual pieces in the post-offices when mailed. On the other side, the public will save the labor of buying and attaching postage stamps to individual pieces.

REMITTANCES OF MONEY IN THE MAILS.

The practice of the public of using postage stamps for remittances in the mails has grown to enormous proportions. The result is that the Department loses heavily in several ways, but especially because the sales of stamps by postmasters for that purpose at the smaller post-offices increases their compensation wrongfully, and imposes upon post-offices in the large cities to which such remittances are generally made the labor of handling vast quantities of matter the revenues from which are derived by the selling post-offices. It encourages trafficking in postage stamps, and this encourages the robbery of post-offices. Many plans have been proposed for obviating this evil.

REDUCTION IN FOREIGN RATES OF POSTAGE.

The International Postal Congress will convene at Rome, Italy, in March, 1904. Believing that the time has arrived for a reduction in the rate of foreign postage, our representative at the congress will be

instructed to urge upon the members of the Postal Union the propriety of a reduction in the foreign rate of postage, especially so far as it may affect the rate now obtaining between the United States and the great commercial nations of Europe. It is confidently expected that if the rate should be reduced from 5 cents to 3 cents, or even to 2 cents, it would result in a very short time in such an enormous increase in the interchange of communications as would bring greater financial returns than obtain from the present rate.

APPOINTMENT OF POSTMASTERS.

The total number of appointments for the fiscal year ended June 30, 1902, was 16,970, while for the fiscal year ended June 30, 1903, there were but 15,061, a decrease of 1,909. This decrease was due to their having been a smaller number of expirations of commissions of Presidential postmasters, and the policy of the Department in discouraging changes in fourth-class post-offices except for cause. During the fiscal year 1902, the commissions of 1,892 Presidential postmasters expired, while during the fiscal year 1903, there were but 883 expirations. The record shows a decrease in the number of removals of postmasters for cause.

ESTABLISHMENT OF POST-OFFICES.

There were 2,707 post-offices established during the year, a decrease as compared with the previous year of 331.

The record of establishments during the last seven years is as follows: 1897, 1,601; 1898, 3,601; 1899, 2,935; 1900, 3,600; 1901, 3,294; 1902, 3,038; 1903, 2,707.

DISCONTINUANCE OF POST-OFFICES.

There were 4,462 post-offices discontinued during the year, being 403 more than during the preceding year.

The principal cause for the large increase in the number of post-offices discontinued has been the extension of the rural free-delivery service, which resulted in the discontinuance of 2,163 post-offices during the year, the salaries of postmasters of said offices aggregating \$121,332.

RESIGNATIONS, REMOVALS, AND DEATHS OF POSTMASTERS.

Following is a summary of the resignations, removals, and deaths of postmasters during the fiscal year 1903:

	Presiden- tial.	Fourth class.	Total.
Resignations	67	8,277	8,344
Removals.....	41	1,368	1,409
Deaths.....	86	713	799

NUMBER OF POST-OFFICES IN THE UNITED STATES.

On June 30, 1903, at the close of the fiscal year, there were 74,169 post-offices, divided as follows:

First-class, 242; second-class, 1,107; third-class, 3,690; fourth-class, 69,130.

INCREASE IN PRESIDENTIAL POST-OFFICES IN LAST SIX YEARS.

From June 30, 1897, to June 30, 1903, the number of Presidential post-offices increased from 3,762 to 5,039, an increase of 1,277, or about 34 per cent.

CITY FREE DELIVERY.

City free-delivery service has been established at 99 post-offices during the year, as against 67 in 1902; 68 in 1901, and 62 in 1900. At the close of the fiscal year there were 1,032 free-delivery offices.

CARRIERS.

Two hundred and eighty-five carriers have been appointed for service at new free-delivery offices, and 1,470 for offices where the service has been increased. The total number of carriers employed on June 30, 1903, was 19,542, an increase of 9.9 per cent over the preceding year.

REVENUES AND EXPENSES.

The gross receipts at free-delivery offices during the fiscal year were \$93,466,623.13, an increase of 12.14 per cent over the preceding year. The cost of the free-delivery service was \$19,337,986, an increase of 12.93 per cent as compared with the preceding year. The expense of the free-delivery service was 20.69 per cent of the gross receipts of free-delivery offices, as against 20.55 per cent for the previous year. The cost per carrier was \$989.56, while for the preceding year it was \$962.80.

LETTER BOXES AND OTHER EQUIPMENT.

Investigation has shown that for a number of years supplies for the free-delivery service have not been purchased with an eye single to the public interests. Both in the matter of quality and the cost of equipment the ruling consideration has been private gain. This applies to articles furnished under regular contract, such as street collection boxes and carriers' satchels, as well as to those bought in the open market under exigency privilege, which has been much abused. Favored contractors, abetted by a trusted but unfaithful official, have corrupted the public service. An early and thorough reformation will be undertaken along the line of service equipment, with the prospective result of improved service at reduced cost. Fraudulent contracts have been abrogated. In the reletting of contracts honest competition will have fair and free play.

FREE-DELIVERY SERVICE.

The free-delivery service is expanding more rapidly than any other branch of the postal service. Its growth during the fiscal year has been greater than at any other time since free delivery was established. It presents a great many problems for careful consideration, as the expenditures, when once authorized, become practically permanent. The estimated expenditure for the fiscal year beginning July 1, 1904, for both city and rural free delivery will aggregate about \$47,000,000, an amount equal to that expended for the maintenance of the entire postal service in the year 1884.

The estimates for the coming fiscal year have been made on the assumption that the expenses generally, at least in the main items, would be 10 per cent greater this year than last and grow at the same rate during next year. By far the largest expenditure is for the pay of carriers, the cost of these at the old free-delivery offices during the past year having been \$17,343,122.59, and at new offices \$83,727.09. The number of carriers promoted was 1,628—679 from \$600 to \$800, 565 from \$600 to \$850, and 384 from \$800 to \$1,000; and of the 19,542 carriers in the service on June 30 last, 2,396 were receiving a salary of \$600 each, 960 \$800, 6,645 \$850, and 9,541 \$1,000.

The general business prosperity adds decidedly to postal receipts, even at the smaller offices, with the result that an increasing number are becoming entitled to free delivery.

The estimated cost of city free delivery for the fiscal year 1905 is \$23,150,050.

RURAL FREE-DELIVERY SERVICE.

In the establishment of rural free delivery it is required that the roads be in good condition, with no unbridged streams not fordable at all seasons of the year, and that each route upon which the carrier receives the maximum salary shall serve 100 families.

GROWTH OF THE SERVICE.

On June 30, 1902, there were 8,466 rural routes in operation. During the fiscal year ended June 30, 1903, 6,653 routes were established, making a total of 15,119 on that date.

The growth of the service since its establishment is shown in the following statement:

Fiscal year.	Appropriation.	Routes in operation.
1897.....	\$40,000	44
1898.....	50,000	148
1899.....	150,000	391
1900.....	450,000	1,276
1901.....	1,750,000	4,301
1902.....	3,993,740	8,466
1903.....	8,064,400	15,119

On July 1, 1902, there were pending 11,728 petitions. During the year, 8,339 cases were made up for investigation, 1,714 cases were reported adversely, and 6,653 routes were established, leaving 11,700 petitions pending June 30, 1903.

COUNTY SERVICE.

A large number of counties in various States have what is termed county service, i. e., in counties almost entirely served the existing routes have been so arranged and new routes established as to give practically the entire rural population of the county the benefit of this service.

BUSINESS TRANSACTED.

Rural carriers are required to keep a count of the mail of all classes handled and the amount of the cancellations on mail collected by them. These statistics for the last six months of the fiscal year, January to June, 1903, inclusive, have been compiled.

During the period named 309,428,128 pieces of mail were delivered and 48,954,390 pieces of mail were collected. The value of stamps canceled on mail collected by rural carriers amounted to \$949,084.37, and the pay of carriers for that period aggregated \$4,518,185. The average monthly cancellations per route were \$11.22, and the average pay of the carriers \$49.78.

RURAL CARRIERS.

The resignations of 2,879 carriers were accepted during the year, about 19 per cent of the whole number, many of them stating that they find it unprofitable to continue in the service. Seventy carriers were removed for cause, of which number 7 were arrested for violation of the postal laws. The deaths of 86 carriers were reported.

SALARIES.

Under the law the salary of rural carriers can not exceed \$600 per annum, and no other allowance can be made, but it is provided that they shall not be prohibited from doing an express-package business. The provision of law under which rural carriers are permitted to do an express-package business was intended by Congress to provide a means of additional compensation, but it is so broad in its terms that the way has been opened for a serious loss of revenue to the postal service. The Department has endeavored to restrict the express matter carried by rural carriers to such as is not mailable as fourth-class mail matter, but advantage is taken of the law by business firms to secure the distribution of large quantities of advertising matter by the rural carriers.

Such matter is shipped by express or freight to the carrier or some

agent who arranges with the carrier for its distribution. Thus rural carriers, employees of the Department, are delivering to patrons on their routes matter which would otherwise be mailed and become a source of postal revenue. As the result of the express-package business, complaints frequently come to the Department that carriers are soliciting business for one firm to the disadvantage of others.

In many sections of the country carriers have become the agents of newspapers, soliciting subscribers, delivering papers, and collecting for the same. This has led to complaints from other newspapers circulating in the same territory, alleging that carriers discriminate against one paper in favor of another. In one State there was discovered an attempt on the part of a carriers' organization to exact certain compensation from daily papers, and any paper declining to meet such demand was to be placed on the blacklist. The ultimate result of permitting carriers to transact express-package business is great loss of revenue to the Department, and constant annoyance from complaints of merchants and publishers. In many instances the delivery of mail is now a secondary matter, the express-package business being regarded by the carrier as the more important part of his work. He is secure in his salary from the Government, and what business he can work up as news agent or express messenger is clear gain. If carriers are to be permitted to do an express-package business, then the entire system of compensation should be changed to the contract system, the same as the star-route service. On many routes a profitable express business is not practicable, while on others it becomes lucrative, and the present system therefore results in great inequality of compensation.

It is therefore recommended that rural carriers be restricted to the discharge of their official duties, the same as city carriers, as prescribed by the Department, and to provide a compensation commensurate with the service performed.

RURAL BOXES.

Patrons of the rural free-delivery service are required to furnish at their own cost a box for the reception of their mail, complying with certain specifications as to size, shape, and workmanship, and made of galvanized sheet iron or sheet steel, the same to be approved by the Department. One hundred and eighteen different types of boxes have been so approved, which are sold at prices running from \$0.75 to \$3.50.

CURRENT APPROPRIATION.

The amount appropriated for the compensation of rural carriers and clerks in charge of rural substations during the current fiscal year is \$12,000,000. Of this, approximately \$9,059,980 is required for carriers in the service on June 30, 1903, leaving \$2,940,000 for the estab-

lishment of additional routes. The salaries of the 4,549 carriers already appointed since June 30, 1903, on routes now in operation, including those installed November 16, will aggregate \$2,229,981. It is estimated that favorable reports received and approved will average 600 routes per month. At this rate, the appropriation now available will be exhausted about March 1, 1904, and the work of installation of rural routes during the current fiscal year will then have to be discontinued, unless a supplemental appropriation is made by Congress. Three hundred thousand dollars will be sufficient to enable the Department to continue the establishment of the service as fast as routes are favorably reported and approved for the remainder of the current fiscal year.

ESTIMATES FOR 1904-5.

Eleven thousand seven hundred petitions were pending June 30, 1903, and 2,002 cases for investigation have been made up since that date. Of this number 5,266 routes have been established or ordered established, leaving approximately 6,937 petitions pending.

For the purpose of bringing the work of examining proposed routes up to date and expediting the work of investigating special inspection cases an increase of 36 in the field force of the rural free-delivery service is recommended, making a total of 175 men for that work.

There are now in operation 19,398 routes. It is estimated that 3,260 additional routes can be established out of the appropriation now available, making 22,678 which will be in operation or ordered established by March 1, 1904. To maintain the service on these routes during the fiscal year from July 1, 1904, to June 30, 1905, will require \$13,560,000.

If Congress should make a supplemental appropriation of \$300,000 for the current fiscal year, as suggested, additional routes can be established, bringing the number in operation June 30, 1904, up to 24,500. In that event about \$15,000,000 will be required to maintain the service during the next fiscal year.

With the number of agents now employed, it will require about \$3,000,000 additional to enable the Department to establish the service during the fiscal year 1904-5 as rapidly as routes are examined. If Congress provides for an increased number of agents, as recommended, it will require about \$4,000,000 additional, or \$19,000,000, to maintain and install the service during the next fiscal year.

If the maximum salary of the carriers is increased, as recommended, it will necessitate an increase in the above estimates.

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDACTIONS.

During the fiscal year a larger number of post-office inspectors was employed than during any other year in the history of the postal service. Certain kinds of crime against the postal laws seem to be on the

increase, such as the robbery of railway post-offices, star-route carriers, rural free-delivery carriers, mail messengers, and mail boxes.

During the year 200,729 cases have been referred to the inspectors' division for investigation. The entire number investigated was 210,061, but there were left over from the the fiscal year 1902 94,607 cases, so that there were on hand on July 1, 1903, 85,275 cases.

The number of offices inspected during the year was 21,375.

POSTAL FRAUDS.

On March 7, 1903, an investigation was ordered affecting the integrity of certain officials connected with the office of the Assistant Attorney-General for the Post-Office Department, the division of post-office supplies, the free delivery system, and the division of salaries and allowances. The investigation begun at that time had not been concluded at the close of the fiscal year. More than 40 inspectors were detailed for this work.

As a result of the investigation, 17 officials were separated from the service by resignation or removal. Forty-four indictments were found and 31 persons arrested, 10 of whom had been connected with the postal service. A special report covering the details of this investigation has been submitted.

TELEPHONE SERVICE IN CONNECTION WITH RURAL FREE-DELIVERY SERVICE.

The extension of the rural free-delivery service and the consequent increase in the use of the mails by the patrons residing along the rural routes, together with the extension of the telephone service into the farming districts of the country, has suggested the propriety of extending the privilege of the special delivery of such letters, or the contents thereof, by means of the telephone, it being proposed that a special stamp be provided covering the cost of such transmission, the use of which stamp would authorize the postmaster at the office of delivery to open such letter and telephone its contents to the person to whom it is addressed. It will be seen that if such plan is feasible, twenty-four hours time will be saved in the transmission of important messages to many people residing along the lines of the rural delivery routes. I would recommend that a small appropriation be made by Congress for the purpose of enabling the Postmaster-General to investigate this subject.

FRAUDULENT SCHEMES AND LOTTERY ENTERPRISES.

During the latter months of the fiscal year the statutes authorizing the Postmaster-General to suppress the operation of fraudulent schemes and lottery enterprises through the mails have received a stricter application and been somewhat more rigidly enforced than previously.

The effect of this policy is clearly seen in the marked decrease in the number of complaints of fraudulent practices received from the public, and in the greater care that is being shown by publishers in excluding from their publications advertisements of prize schemes which come within the legal definition of lotteries.

GUESSING CONTESTS.

There seems to be no diminution, however, in the number of so-called "guessing contests," which since the enactment of the federal lottery laws have largely taken the place of ordinary lottery enterprises. Indeed, so far from decreasing in number, these schemes are becoming more and more widespread, while the scale of their operation is constantly growing. It would be difficult to estimate the number of these contests now being carried on, but it may safely be said that they run far into the hundreds, and that by means of them prizes of money and property aggregating several hundred thousand dollars are distributed every year.

While in their practical consequences these schemes are almost, if not quite, as pernicious and detrimental to the public as ordinary lotteries, they have been held by Attorneys-General of the United States and by a Federal court, in which a prosecution in the nature of a test case was instituted, not to come within the prohibitions of the lottery statutes. The need of legislation authorizing the exclusion from the mails of all matter relating to this class of enterprises is plainly evident.

GAMBLING ENTERPRISES.

The promotion through the medium of the mails of gambling enterprises has also become a grave abuse, for the suppression of which it appears the existing laws afford no authority, except where actual fraud in their conduct can be shown. These debasing schemes are numerous, and are widely advertised and exploited in newspapers and circular matter passing through the mails; remittances of money being solicited for the ostensible purpose of being bet or wagered on horse races or like events, under so-called systems of betting, in which the chances of loss to the investor are represented to be reduced to the minimum. In most cases they are but covers for fraud on an extensive scale, though to establish that fact much time and careful investigation are frequently necessary; and meantime the public is subjected to serious losses. That the use of the postal service of the United States for the promotion of these demoralizing schemes should be prohibited by law hardly needs to be argued.

ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT.

The suggestion has been made that, for certain reasons of convenience, the title of the Assistant Attorney-General for the Post-Office

Department be changed to "Solicitor for the Post-Office Department;" and although the suggestion at first impressed me favorably, there has occurred to me upon reflection a number of practical and seemingly very important objections to the change proposed.

The office of Assistant Attorney-General for the Post-Office Department was created by the act of March 3, 1873, and on March 20 following was filled by appointment of the Postmaster-General, as authorized by law. In the period of over thirty years which has since intervened there has been no change whatsoever in the designation of the office, and accordingly under the name of "Assistant Attorney-General for the Post-Office Department" it has come to have a well-defined and recognized place in the public mind. It is always desirable that the public understand the duties and functions of a public office or officer, and this is particularly true of an office such as this, which deals so largely with matters of intimate and immediate relation to the individual citizen. To the general public, and especially to those persons having official business relations with the office, it has under its present name, by slow degrees, come to be known and the usefulness of its work comprehended. This condition tends greatly to assist it in protecting the public from loss and imposition and to facilitate the transaction of its business generally. To change this name at this late date would be equivalent in the public mind to abolishing the office, and necessarily considerable time would be required, as well as difficulty experienced in removing such erroneous impression.

It is important further to observe that upon all the official opinions, recommendations, correspondence, record books, etc., issued from or in use by the office during the whole period of its existence, it is designated as that of Assistant Attorney-General for the Post-Office Department, while all the stationery now in use, of which there is a large supply on hand, as well as the very great number of law books constituting the library, are printed or stamped with this designation. The same is true of many blank forms and other stationery used by the several bureaus of the Post-Office Department in communicating with the office of the Assistant Attorney-General. To change all these would, in some degree, delay or hinder for a time the transaction of official business and involve a considerable expenditure of money. Moreover, in all official orders, instructions, and publications of the Post-Office Department issued since the inception of this office, it is referred to by its present title, and it is believed that a change therefrom now would cause much annoyance and confusion.

For the foregoing reasons, as well as others of perhaps lesser importance which will no doubt suggest themselves, it would seem to me that the designation of the office of Assistant Attorney-General for the Post-Office Department should not be changed. The objections to

such a change, to my mind, outweigh by far the few reasons which have been advanced in favor of it.

There are, however, apparently abundant reasons why the office of Assistant Attorney-General for the Post-Office Department should be in fact, as well as in name, subject to the authority of the Attorney-General of the United States. It now presents the anomaly of an officer designated as an assistant to the Attorney-General, borne upon the rolls of the Department of Justice, appointed by the Postmaster-General, reporting only to him and subject to his authority, in whose selection the head of the Department of Justice, whose assistant he is presumed to be, and whom the public hold accountable in large measure for his official acts, has no voice whatsoever. This is no less contrary to the theory upon which the Department of Justice is organized, and which contemplates that all law officers of the United States shall be subject to the control and direction of the Attorney-General, than to good and effective administrative policy. The law officers, like the accounting officers, assigned to the several Executive Departments of the Government, should be, so far as is possible and consistent with efficient administrative methods, in a measure independent of such Departments.

To the Assistant Attorney-General for the Post-Office Department there is assigned by the postal regulations a great variety of important and exacting functions. He is the law officer to whom the Postmaster-General, the Assistant Postmasters-General, postmasters, and all other postal officials throughout the country look for legal advice and guidance in discharging their duties. That the questions of law constantly arising in this great service, with its ramifications reaching into the remotest localities and affecting more intimately and universally the daily concerns of the citizens than any other Department of the Government, are in many instances deeply intricate and perplexing needs hardly to be stated. Additional to the very many miscellaneous questions of law in respect of which he is consulted, the Assistant Attorney-General is charged with the consideration of claims of postmasters for reimbursement for losses of funds sustained by burglary, fire, etc., and of offers of compromise of liabilities or indebtedness to the United States made on behalf of defaulting postmasters, failing mail contractors, and others; with the hearing and consideration of cases of alleged misuse of the mails in the conduct of lottery enterprises and schemes to defraud; the consideration of appeals made to the Postmaster-General from decisions of the several Assistant Postmasters-General, depending upon questions of law; the conduct of correspondence with the Department of Justice relating to prosecutions and suits arising out of the postal service, and concerning petitions for Executive clemency of persons convicted of crimes and offenses against the postal laws; and with the examination and when necessary the draft-

ing of contracts entered into by the Post-Office Department, and the like.

The examination and consideration of cases of alleged misuse of the mails in the conduct of fraudulent schemes and lottery enterprises is a semijudicial function of the Assistant Attorney-General, which increases in magnitude and responsibility each year. Upon his recommendation in these cases the Postmaster-General must almost wholly rely in excluding fraudulent and other illegal enterprises from the use of the mails. In numerous instances these cases involve very large pecuniary interests, and public considerations of high importance; so that an erroneous judgment must result either in very great injustice and financial loss to the individual concerned, or severe pecuniary losses and moral harm to the public.

It is believed that the duties and responsibilities of this office are fully equal to those of any of the other Assistant Attorneys-General. There seems to be not the slightest reason why its incumbent should be selected in any wise differently from the other officers named. Neither is there any reason whatsoever, to my mind, why the compensation of this position should be less than that of the other Assistant Attorneys-General, viz, \$5,000 per annum. On the contrary, in my judgment, every consideration of justice as well as policy demands that in salary, as in all other respects, this position be equalized with the others in the Department of Justice of the same designation. Especial attention is called to the fact that the Assistant Attorney-General for the Department of the Interior receives a salary of \$5,000 a year.

It is accordingly recommended that no change be made in the title of the Assistant Attorney-General for the Post-Office Department, but that the office be made a Presidential one; that its incumbent be made in fact, as well as in name, an officer of the Department of Justice, subject to the authority and direction of the Attorney-General of the United States, and that his salary be increased in the sum of \$500, making it \$5,000 per annum.

LEGISLATION.

The following recommendations for legislation, some of which have heretofore been made, are submitted for the consideration of Congress:

1. That proper legislation be enacted to acquire the title to block No. 324 in the city of Washington for the purpose of erecting an annex to the present Post-Office Department building.

2. That a "lump sum" appropriation for clerks in the first and second class post-offices be allowed, instead of an appropriation for clerks by grades as at present.

3. That where a clerk or letter carrier has been twenty-five years in the service and shall have attained the age of 65 years, the Postmaster-

General shall be empowered, upon the recommendation of the postmaster, to employ a substitute for such clerk or letter carrier, which substitute shall receive not to exceed two-thirds of his salary, the other one-third to go to such clerk or letter carrier.

4. That a system of postal checks be authorized by Congress for the transmission of small sums of money through the mails.

5. That Congress consider the propriety of authorizing post-offices in Porto Rico to receive small amounts on deposit, giving thereon a rate of interest not to exceed 2 per cent per annum.

6. That a law be enacted to prohibit the establishment and maintenance of boxes to be rented for the receipt of mail without authority from the Post-Office Department.

7. That a penalty be provided by law for the mailing of explosives or inflammable matter.

8. That a penalty be provided for the counterfeiting of an official post-marking stamp, or for the use of such stamp for an improper purpose.

9. That a law be enacted which shall prevent furnishing to the Department supplies manufactured by convict labor.

10. That action be taken by Congress on the report of the commission appointed to select a site for a new post-office building in the city of New York.

11. That the provision made by Congress in the last two appropriation bills for the payment of \$1,000 to the legal representatives of every railway mail clerk killed in the line of duty be extended to the substitute clerks as well as to regular clerks.

12. That salaries of clerks of classes 2 and 3 in full railway post-offices in crews where four or more clerks run over the entire length of the line be increased from \$900 per annum to \$1,000 per annum and from \$1,000 to \$1,100 per annum, respectively.

13. That suitable legislation be had providing a monthly salary of not less than \$30 for each substitute clerk in the railway mail service, with the understanding that he will be subject to the call of the Department for at least eleven days' labor a month, whether as substitute or otherwise.

14. That Congress earnestly consider the propriety of granting an annuity to railway post-office clerks who are permanently disabled in line of duty or worn out through long, faithful service.

15. That Congress, in the interest of efficient postal service, consolidate the third and fourth classes of mail matter and fix the rate of postage at 1 cent for each 2 ounces or fraction thereof.

16. That Congress authorize the Postmaster-General to accept, under suitable regulations, the mailings of large quantities of identical pieces of printed matter and small articles of merchandise without the necessity of affixing postage stamps to the individual pieces,

17. That a sum of \$300,000 be appropriated, to be immediately available, for the purpose of enabling the Department to continue the installation of additional rural free-delivery routes until the end of the present fiscal year, and that Congress authorize an increase of 36 in the field force in connection with rural free-delivery service.

18. That special agents and route inspectors be hereafter designated rural agents.

19. That the provision of law that rural carriers shall not be prohibited from doing an express-package business be repealed.

20. That the maximum salary of a rural carrier be increased.

21. The act of June 13, 1898, providing that assistant postmasters, cashiers, and other employees in post-offices of the first, second, and third classes shall give bond direct to the United States has not proven satisfactory. Originally a postmaster was responsible under his bond for all moneys received, and it was his duty to account therefor even if a loss was due to a subordinate. A vexatious question as to responsibility for losses has arisen since the act referred to became effective. If the postmaster makes good the loss, there is no provision for him to succeed to the rights of the United States under the clerk's bond. If it should be judicially determined that the bonding of the clerk direct to the United States relieves the postmaster, the Government would have no recourse in the event the loss exceeded the amount of the bond. I therefore earnestly renew my recommendation that the act be repealed, and suggest a law be enacted requiring assistant postmasters, cashiers, and other employees to give bonds to postmasters direct, and holding postmasters responsible under their own bonds for any and all acts and defaults occurring at their respective offices.

22. That an appropriation be made for the purpose of constructing lookouts wherever, in the opinion of the Postmaster-General, the same may be needed.

23. That the interstate-commerce law be amended to prohibit common carriers—to wit, telegraph and express companies—or any of their employees from aiding and abetting in the green-goods or lottery swindles or any other scheme, carried on partly by mail and partly by common carrier, and which is in violation of the postal laws.

24. That a small appropriation be made by Congress for the purpose of enabling the Postmaster-General to investigate the feasibility of telephone service in connection with the rural free-delivery service.

25. That legislation be enacted authorizing the exclusion from the mails of all matter relating to the class of enterprises known as guessing contests.

26. That Congress prohibit by law the use of the postal service of the United States for the promotion of gambling schemes.

27. That no change be made in the title of the Assistant Attorney-General for the Post-Office Department, but that the office be made

a Presidential one and that its incumbent be made, in fact as well as in name, an officer of the Department of Justice, subject to the authority and direction of the Attorney-General of the United States; that his salary be increased to \$5,000 per annum.

CONCLUSION.

In concluding this report, it is proper to say that its preparation has been delayed several weeks, owing to the demands upon my time by reason of the investigation which has been made into the affairs of the Department, commencing about the 1st of March, 1903, and which has continued under my direction since that time.

This investigation has resulted in a complete reorganization of some of the bureaus of the Department, and it is hoped has eradicated all dishonest, irregular, and criminal practices, which the investigation has developed as having been in existence for several years.

I can not too strongly commend the zeal, vigor, and fidelity which has been shown by the Fourth Assistant Postmaster-General, who has been in immediate charge, and the inspectors who have been detailed to assist him in the investigation.

Respectfully submitted.

H. C. PAYNE,
Postmaster-General.

REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1903.

REPORT OF THE ASSISTANT ATTORNEY-GENERAL FOR THE POST- OFFICE DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, October 10, 1903.

SIR: I have the honor to submit below, in accordance with the established rule, a report or résumé of the operations of this office for the fiscal year ended June 30, 1903. It is proper to say, however, in this connection that my incumbency of the office of Assistant Attorney-General for the Post-Office Department embraced but two months, viz, May and June, of the fiscal year and that, accordingly, my personal knowledge of its affairs during the previous ten months of the year is such only as has been drawn from the official records.

DUTIES OF ASSISTANT ATTORNEY-GENERAL.

The postal regulations assign to the Assistant Attorney-General a variety of duties, principal of which are the following: The giving to the Postmaster-General and the heads of the various bureaus of the Post-Office Department of opinions upon questions of law arising in the course of the administration of the postal service; the consideration of claims of postmasters for reimbursement for losses of money order or postal funds sustained as the consequence of "fire, burglary, or other unavoidable casualty" at their post-offices, or in transit to their respective depositaries, and of certifications made by the Auditor for the Post-Office Department of cases of proposed compromise of liabilities of postmasters, mail contractors, and others to the United States, as well as of proposed remissions of fines, penalties, and forfeitures accruing to the United States under postal statutes, and their submission to the Postmaster-General with advice as to the action which should be taken in respect of such claims or cases; the conduct of correspondence with the Department of Justice relating to prosecutions and suits arising out of the postal service, and concerning petitions for executive clemency of persons convicted of crimes and offenses against the postal laws; the consideration of appeals made to the Postmaster-General from decisions of the heads of the several bureaus of the Post-Office Department depending upon questions of law; the hearing and consideration of cases of alleged misuse of the mails in the operation of lottery enterprises and schemes to defraud and the preparation and submission of the same to the Postmaster-General, with advice as to his

action under sections 3929 and 4041 of the Revised Statutes, as amended; the examination, and when necessary, the drafting of contracts entered into by the Post-Office Department and the like.

Because of the varied nature of these duties it is somewhat difficult to convey in an official report an accurate idea of the extent of the work of the office of the Assistant Attorney-General. It will be seen, however, that they are of such a character as to involve a voluminous correspondence, it being requisite that, so far as possible, there shall be a complete record of each of the very numerous transactions.

OPINIONS RENDERED.

The records disclose that during the year ended June 30, 1903, there has been rendered 666 official written opinions, as compared with 785 such opinions rendered during the previous fiscal year. Of these, 554 were in the nature of rulings upon the admissibility of matter to the mails under the provisions of the act of September 19, 1890, amending sections 3894, 3929, and 4041 of the Revised Statutes, the question for determination in each of these cases being whether or not the plan of business to which such matter related was a lottery enterprise or a fraudulent scheme within the meaning of said act. Twelve of the schemes thus passed upon were those of what are known, respectively, as "bond investment," "debenture," and "home cooperative" companies, while the remaining 542 were proposed prize distributions. Of the whole number of opinions rendered in writing, 112 were upon miscellaneous questions of law, involving the construction and application of statutes, the interpretation of contracts, etc., and were addressed almost exclusively to officers of the Post-Office Department proper in response to inquiries from them. Besides the foregoing, many communications have been written to postmasters containing instructions or advice in respect of matters arising in their post-offices, and concerning which they were in doubt as to the proper course.

In addition to the opinions of which there is written record there has been given to departmental officers verbal and informal opinions, aggregating probably many more than the usual number, upon questions such as arise daily in the administration of postal affairs and which relate to matters requiring immediate disposition. The number of these, of course, is not recorded.

CONTRACTS EXAMINED.

Neither is there any record made of the contracts for supplies or services, or for the use of buildings as post-offices, postal stations, or like purposes, which are examined and approved by the Assistant Attorney-General as to form. These, however, total a large number in the course of a year.

CLAIMS FOR REWARD.

Claims for reward for services rendered in connection with the detection, apprehension, and conviction of post-office burglars and robbers, highway mail robbers, and other depredators upon the mails to the number of 106 have been examined and advice as to their allowance or disallowance conveyed in formal communications to the Fourth Assistant Postmaster-General, as against 99 such claims considered and passed upon during the previous fiscal year.

PETITIONS FOR PARDON.

The cases of 47 persons convicted of offenses against the postal service, and in behalf of whom petitions for Executive clemency were presented, have been reported upon to the Attorney-General, with recommendation that the petition be either granted or denied. In comparison with the preceding fiscal year there has been a falling off in such petitions to the number of 19.

OFFERS OF COMPROMISE.

During the year 42 offers made on behalf of mail contractors and postmasters to compromise indebtedness owing by them to the United States, and certified to the Postmaster-General by the Auditor for the Post-Office Department, under the provisions of sections 295 and 409 of the Revised Statutes, have been received from the Postmaster-General and returned to him with the advice that they be accepted or be rejected, in accordance with the circumstances of the particular case. This is an increase of 25 over the number of such offers received during the previous year.

CLAIMS OF POSTMASTERS FOR REIMBURSEMENT FOR LOSSES SUSTAINED.

The acts of Congress approved respectively May 9, 1888, and June 11, 1896, authorize the Postmaster-General to reimburse postmasters in sums not exceeding \$10,000 for losses of United States funds resulting from "fire, burglary, or other unavoidable casualty" at their respective post-offices, as well as for losses of such funds in transit from postmasters to their designated depositaries. By the regulations of the Post-Office Department, as previously stated, there is assigned to the Assistant Attorney-General the duty of examining and considering claims of postmasters made in pursuance of these statutes and of advising the Postmaster-General as to their allowance.

During the year just closed there has been a considerable decrease in the number of such claims presented, as well as in the aggregate of the amounts allowed, as compared with the year preceding. In the year ended June 30, 1903, claims of this character to the number of 1,216 were received, while during the previous fiscal year the number received was 1,277. The total of the sums allowed was \$144,467.91, as against \$183,676.46 the preceding year. This showing, however, is somewhat deceptive, owing to the fact that of the total of the allowances for the fiscal year ended June 30, 1902, the sum of \$74,610 was on account of funds lost in the burglary of the Chicago post-office of October 19, 1901. Exclusive of that allowance, which was made of course under authority of a special act of Congress, the total of the allowances for the year ended June 30, 1902, was \$109,208.46; being \$35,401.45 less than the total for the year just closed.

The number of claims settled, that is to say allowed or disallowed, was 1,296, being an increase of 89 over the number settled during the previous year. Of those allowed 2 were claims which had been previously disallowed, but which upon the presentation of new and additional evidence were reconsidered and allowed. The number of claims pending on June 30, 1902, was 674, while the number pending on June 30 last was but 596.

The appendix to this report is a detailed tabular statement showing the claims of postmasters for reimbursement for losses of money-order and postal funds, including stamps, which have been acted upon by the Postmaster-General from and including the date of July 1, 1902, to and including the date of June 30, 1903, with the amounts claimed, amounts allowed, disallowances, causes of loss, etc.

LOTTERY ENTERPRISES, SCHEMES TO DEFRAUD, ETC.

By sections 3929 and 4041 of the Revised Statutes, as amended by the act of September 19, 1890, the Postmaster-General is authorized, upon evidence satisfactory to him that any person or company is engaged in conducting through the mails a lottery or similar enterprise, or a scheme for obtaining money or property by means of fraudulent pretenses or false representations, to direct the postmaster at any post-office at which registered letters may arrive addressed to such person or company, to return such letters, stamped "fraudulent," to the writers thereof. Section 4041 as amended by the same act, empowers the Postmaster-General to forbid the payment of money orders drawn to the order of any person or company found to be using the mails in the conduct of a lottery or fraudulent scheme, and to provide by regulation for the repayment to the remitters of the sums named in such money orders. By the act of March 2, 1895, section 4, the provisions of section 3929, as amended, are extended to "all letters or other matter sent by mail."

In the usual course, evidence of the operation through the mails of lotteries or schemes to defraud is gathered by post-office inspectors, their investigations being instituted, generally, upon complaints received from the public; though where information comes to the officers that the mails are being misused in the conduct of such schemes they no doubt act upon their own initiative.

The reports of the inspectors, showing the results of their investigations and including the evidence discovered by them, are forwarded to the Assistant Attorney-General, through the Bureau of the Fourth Assistant Postmaster-General, of which the division of post-office inspectors is a part. The reports and evidence so submitted are here carefully examined, and in those cases in which it appears *prima facie* that the mails are being used in violation of the statutes the party seemingly responsible for the violation is furnished with a brief of the charges against him and at the same time cited either to appear in person or by attorney at this office at a designated date and reply to the same or to file a written answer to the charges on or before the date fixed. It is the present practice to require in every case that the answer be in writing, although the party accused is invited to supplement this by oral argument or explanation if he so choose. If, after consideration, it is concluded by the Assistant Attorney-General that a case of using the mails in the conduct of a scheme prohibited by the statutes has been established, a memorandum is prepared, showing in brief the evidence adduced, the written answer and oral explanations of the party accused, and the conclusions reached thereupon for submission to the Postmaster-General. Upon this memorandum or brief final action is taken by the Postmaster-General, consisting either in the issuance of a prohibitory order under authority of the statutes referred to or in the dismissal of the charges.

During the year 122 persons and concerns have been called upon to show cause why such orders, which have come to be known as "fraud orders," should not issue against them, on the ground that they were engaged in conducting through the mails lotteries or fraudulent schemes, and in 103 of these cases orders have been issued. Indeed, there was a total of 131 orders issued, but 13 of these were directed against the various branches of one company located in different cities, 15 against the branches or agencies of another, while in the case of each of two other concerns 2 orders were issued.

Of the total of 103 persons and concerns affected by fraud orders, 75 were found to be operating schemes to defraud; 8 were conducting unlawful bond investment or similar schemes, involving either fraud or the features of a lottery, or both; 16 were foreign lottery companies which were ascertained to be using the United States mails, and 4 were engaged in operating lotteries in the United States.

No record appears of the number of cases investigated by post-office inspectors, in which reports are submitted to this office, and in which the evidence furnished is found not to show *prima facie* the conduct through the mails of an unlawful scheme or enterprise. Naturally, however, these are many, running far into the hundreds each year. In some cases the report of the inspector is returned to the division of inspectors with the request that the matter receive further investigation, but in by far the greater number the papers are returned with the advice that the case be closed.

It is my belief, grounded, it is true, upon a rather brief experience in the administration of these statutes, that they are sufficiently broad to afford authority for the suppression of devices of any and every kind, designed by deceptive statements, concealments, or false or misleading representations, to impose upon the public through the medium of the mails; and it is the present policy so to construe and apply them as to give to the public the fullest possible protection from fraud and imposition. In the enforcement of these statutes, however, the Department is dependent in a very large degree upon its force of post-office inspectors. It is these officers who must gather and submit the evidence necessary to establish the fact that the mails are being used improperly and in violation of law; and this, in numerous instances, is a most difficult and exacting task. It is my observation, however, that it is one which, very generally, is exceedingly well performed; that without exception there is evident a conscientious purpose on the part of the officers to discover the facts, and to report them impartially and without favor; and, accordingly, that their statements and findings may be with safety very fully relied upon. With the active support and cooperation of this corps of trained, experienced, and highly efficient officers, it is confidently hoped to make the use of the mails for illegitimate purposes a business so precarious and uninviting that few will undertake to engage in it.

GUESSING CONTESTS, BETTING SCHEMES, ETC., SHOULD BE PROHIBITED.

The provisions of the act of September 19, 1890, prohibiting the transmission in the mails of matter relating to "lotteries, so-called gift concerts, and similar enterprises offering prizes dependent upon lot or chance," have been construed by Attorneys-General of the United States, and by one of the Federal courts before which a test

case was brought, as not including those schemes which are now commonly known as "guessing contests," and into which mental calculation enters. Without doubting the correctness of this construction from a legal point of view, it may be said that its effects have been most unfortunate. These so-called guessing contests, designed and intended to evade the prohibitions of the lottery statute, while at the same time retaining all the allurements of a lottery, are constantly increasing, both in number and magnitude, and so far as relates to their effect upon the popular mind and character, no essential difference is observed between them and ordinary lotteries. Both tend most strongly to foster and develop the gambling spirit, especially in the young, and consequently to lower and corrupt the public morals. In very numerous instances these schemes furnish to irresponsible concerns the means of disposing of worthless stocks and of exploiting "wild-cat" financial enterprises, the prospect of obtaining for a small payment not only a share of stock in an incorporated company, but in addition a chance to win a large money prize, being altogether too inviting to be resisted by the credulous and unsophisticated.

Most unfortunately, it would seem, many of the leading daily newspapers, some periodical publications, and hundreds of small weekly journals throughout the country have taken up and are carrying on these contests with the object of attracting the public and increasing the number of their subscribers, while mercantile houses, large and small, wholesale and retail, as well as many manufacturing concerns, are using them as advertisements to stimulate patronage, thus giving the schemes a semblance of respectability to which they have no real claim.

As these schemes multiply and the prizes offered increase in amount, their pernicious effect becomes more and more obvious, but under the present law as it has been interpreted the Post-Office Department is powerless to check them. It seems to me, therefore, that the existing statute should be so amended as to prohibit in terms not open to doubt or evasion the use of the mails in any manner in the conduct of such schemes.

It appears, also, that the present laws do not provide authority for the exclusion from the mails of matter relating to schemes contemplating the placing of bets or wagers on horse races or like events, except where it is shown that fraud is being practiced. Such schemes are becoming very numerous and are widely advertised, remittances of money being solicited from the public by gambling concerns to be bet or wagered on sporting events under so-called systems of betting in which the chances of loss are represented to be reduced to the minimum. These enterprises, in addition to their exceedingly demoralizing tendencies, are wide open to fraudulent practices, and have resulted in fraud on a large scale in many instances, yet from the very nature of the scheme it is frequently difficult to discover evidence of fraud sufficient to warrant the issuance of a fraud order or to sustain a criminal prosecution. Accordingly, it is regarded as highly important that the present laws be so extended as to prohibit the operation by mail of this particularly offensive and mischievous class of schemes.

I advise that Congress be asked at its approaching session to amend the act of September 19, 1890, so as to accomplish both these objects, and to provide authority under which an end may be put to these two classes of serious abuses of the postal privilege.

APPROPRIATION FOR PRINTING AND BINDING OPINIONS.

In the act making appropriations for the service of the Post-Office Department for the current fiscal year is contained an item appropriating the sum of \$5,000 for "printing and binding the Opinions of the Assistant Attorney-General for the Post-Office Department." In pursuance of this appropriation some work has been done in the direction of preparing for publication such of the opinions of Assistant Attorneys-General for the Post-Office Department as it seems important permanently to preserve for purposes of reference. The sum of \$5,000, however, is wholly inadequate to meet the cost of putting into print and properly binding these opinions. According to an estimate received from the Public Printer the expense of this work would be not less than \$15,000. When it is considered that these opinions cover a period reaching back to the time of the creation of the office, more than thirty years ago, and that although it is desirable almost daily to refer to some of them, this is possible in many cases only after searching through scores of letter books, the importance of consolidating them into printed books properly digested and indexed for ready reference will be at once seen. The increasing necessity of this work has been remarked in several of the annual reports of my predecessors, and it is evident that it will become each year more pressing. It is strongly urged therefore that the sum of \$10,000 additional to the present appropriation of \$5,000 be provided by Congress for the accomplishment of this work.

Respectfully submitted.

CHAS. H. ROBB,
*Assistant Attorney-General
for the Post-Office Department.*

Hon. HENRY C. PAYNE,
Postmaster-General.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Belaiton, Md.	W. M. Howard	Burglary	\$6.65	\$11.70			\$12.50		Disallowed. ^b
Belair, La.	F. Dymond	Fire			\$70.17	\$29.82		\$70.17	
Belgrade, Nebr.	E. D. Morris	Burglary	29.82	159.40			159.40		
Belknap, Ill.	W. L. Williams	do		30.52			30.52		
Do	S. H. Rees	Fire							
Belleville, Ark.	J. T. Dowell	Burglary	16.44	156.82	71.37	41.75	156.82	71.37	Do. ^b
Bellevue, Ill.	O. B. Straight	do	41.75	2.56			2.56		
Bellvue, Miss.	W. J. Terrell	Fire		(a)	3.27	39.22	46.76	3.27	
Belsano, Pa.	I. Michaels	do	46.00	(a)			93.65		
Berlin, W. Va.	J. K. P. Maxson	Burglary		94.20			98.41		
Berryville, Miss.	M. E. Barry	do		(a)					
Beverly, Mo.	T. Francis	Fire		93.41			83.38		
Bickley Mill, Va.	J. M. Dickenson	Burglary	8.15	31.91	25.85	8.15	17.78	25.85	
Bienville, La.	B. H. Scheen	Fire		17.78			6.61		
Bigut, Va.	W. B. Peters	Burglary	64	(a)			991.73		
Do	do	Fire		(a)			255.04		
Big Stone Gap, Va.	J. M. Goodloe	Burglary	106.92	991.73	163.28	106.83	77.28		
Bippus, Ind.	F. M. Howenstine	do	18.20	255.04	56.76	18.20	52.86		
Bishop, Tex.	C. M. Beechly	Fire	1.25	6.25		1.25	6.25		
Black Diamond, Ariz.	W. H. Schofield	Burglary	17.08	10.27		17.08	10.27		
Black Diamond, Wash.	C. McKinnon	do		419.83			419.83		
Blackburg, S. C.	M. M. Freeman	do	10.25	60.90					Do. ^b
Blackwell, Mo.	M. M. Hawkins	Fire		(a)			133.25		
Blaine, Ind.	A. Crank	do	(a)	(a)			32.29		
Blair, Wis.	T. I. Gilbert	Burglary	156.53	56.47	339.77	144.17	43.77	56.13	Disallowed; loss resulted from embezzlement of clerk.
Blair, S. C.	K. E. Bessie	Fire		(a)			10.20		
Blansett, Ark.	S. E. Golden	Burglary		46.77					
Blackville, N. Y.	W. F. Spooner	Fire		(a)			17.03		
Bloomington, N. Y.	G. W. Colard	Burglary	106.52	341.74	79.14	106.52	341.74	79.14	
Boaz, Ala.	J. D. McCleskey	do	5.82	6.75	17.46	5.82	1.34	17.46	
Boaz, Va.	J. W. Witt	Fire	15.00	65.00	20.00	17.26	81.66	20.00	
Bodeaw, Ark.	L. B. Haynie	do	20.00	60.00		21.60	80.92		
Bogue Chitto, Miss.	W. Burns	do		8.65			3.65		
Bolivia, Ill.	F. H. Powers	do		(a)			8.86		
Boquet, N. Y.	E. W. Tucker	do		52.60			22.60		
Borden, Wyo.	S. W. Condron	Burglary	10.15	10.15			10.15		
Boston, Mass.	G. A. Hibbard	do	284.58	284.58	19.18		284.58	19.18	
Boucher, Pa.	P. Bltner	do	6.08						Disallowed; no proof as to amount stolen.
Bourneville, Ohio	J. W. Burgess	do		50					Disallowed. ^b
Bowens Mills, Ga.	B. H. Beall	do	4.54			4.54			
Bradford, Pa.	H. H. North	Fire		7.02			7.02		

Brady, W. Va.	W. H. Brady	do	10.48	4.02	4.24	10.68	84.02	7.19	Do. b
Brampton, Mich.	W. E. Deverell	Burglary	146.01	160.40	180.40	146.01	180.40	7.19	Do. b
Brandenburg, Ky.	C. A. Coleman	do		81.60					Do. b
Bransford, Tenn.	A. C. McLaughy	do				6.88			
Breckerville, Ohio.	R. M. Sheilman	Fire	305.37	305.37	205.87		205.87	231.90	
Bremen, Ohio.	R. M. Sheilman	Burglary	83.29	34.81	108.10	231.90	231.90	23.14	
Brimeton, Wash.	V. J. Adon.	do	23.76	76.92	23.76	23.76	76.92	3.17	
Brown, Ohio.	S. S. Singer	do				3.17			
Brown, Ohio.	S. S. Singer	do	12.40						Do. b
Bridgeport, Conn.	C. M. Bingham	In transit							Dismissed; money recovered.
Bridgeton, Ohio.	J. M. Bingham	Burglary	482.21	482.21	482.21	24.81	482.21		
Brookfield, Miss.	E. D. Godel	Burglary	205.56	638.39	205.56	128.60	638.40	128.60	
Brookfield, Mich.	C. M. Powers	Fire		(c)			86.54		Dismissed.
Brookfield, Mich.	C. M. Powers	Burglary	46.38	12.48	38.62	38.62	12.48		
Brooklyn, Iowa.	A. A. Blanchard	Fire		15.75			15.75		
Brownstown, Mo.	R. J. Archer	Burglary							Dismissed; money recovered.
Bruner, Tex.	F. M. C. Brown	In transit							Do.
Brunswick, Ga.	F. M. C. Brown	Burglary	50.47	688.79	38.73	16.80	173.19	38.73	Postmaster partly reimbursed by insurance.
Buckley, Ill.	W. S. Hale	do	173.19	24.94	173.19			15.90	
Buckley, Wash.	F. W. France	Fire		4.92		2.00			Dismissed.
Budd, Tenn.	J. D. Budd	Burglary	16.68	5.29		177.70		177.70	Do. b
Budd, Tenn.	J. D. Johnson	do							
Bullard, Tex.	B. A. Long	do		1.90		2.35	65.00		
Bullard, Tex.	M. C. Florence	do	2.35	65.00					
Buna, Tex.	W. T. Rieby	do				39.14	41.80	38.14	
Bunkerhill, Kans.	W. H. Bly	do	41.80						Do. b
Burdette, Miss.	J. A. De Loach	do	31.41						
Burt, N. Y.	W. E. Greenman	Fire		(a)	22.16	7.20	23.05	30.84	
Burton, Okla.	T. F. Folk	do		72	22.16	47.41	27.45	49.41	
Butler, Okla.	N. A. Joiner	Burglary	183.00	(a)	27.45	183.00	27.45		
Butler, Ia.	T. F. Butler	Fire	5.00	72.66	71.66		391.92		
Byron, Cal.	M. Gunnauer	do		(a)	4.60				Dismissed.
Byron, Cal.	do	do							
Byron, Okla.	E. W. S. Nash	Burglary		4.60		70.00			
Byron, Okla.	J. B. Crawford	In transit							
Callender, Iowa.	F. Peterson	Burglary	1.96	212.34	212.34	6.37	31.54	6.98	
Callery, Pa.	A. C. Irvine	do	31.56	8.74	31.54				
Calvin, Mo.	S. Train	Fire	1.46	80.00	1.46		80.00		
Calwood, Mo.	W. M. Breckinridge	Burglary							
Cambridge, Kans.	W. M. Lucas	do	65	338.03	65	62.16	337.91	62.16	Do. b
Camerton, W. Va.	R. B. Watson	do	68.99	87.38	68.99	5.10	87.38		
Campbell, Tex.	W. S. Giles	Fire	6.10	57.58	5.10				Do. b
Canada, Kans.	J. W. Stauffer	Burglary		257.34	257.34		257.34	27.86	
Canal Winchester, Ohio.	H. H. Dibble	do		(a)	21.75	62.12	21.75	62.12	
Carlisle, Ky.	S. L. Ransdell	Fire							Dismissed; no proof of loss.
Carlisle, Ind.	A. R. Orr	do							
Carlton, Colo.	L. H. Fryberger	Robbery		17.21	17.21				
Carrollton, Mich.	J. W. Lavigne	Burglary	(a)						
Carson, Va.	J. W. Thweatt	Fire							

a Unknown.

b Negligence of postmaster.

c Failure to remit in compliance with instructions.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Carter, Tenn.	W. C. Ritchie	Fire	\$0.75	\$8.46	.....	\$0.75	\$8.46	.....	Disallowed; no proof of loss.
Cass Lake, Minn.	F. W. Smith	Burglary	21.83	21.83	.....	.....	21.83	.....	Do.
Castlerock, Wash.	F. A. Dryden	do	.....	150.64	\$170.67	.....	3.87	\$170.67	Dismissed; money recovered.
Catlin, Ga.	J. A. Dunn	do	.....	2.67	69.00	.....	.....	.....	Disallowed. ^b
Cave in Rock, Ill.	D. W. Pell	In transit	3.00	.....	27.61	.....	.....	27.61	Do. ^b
Cavett, Ohio	W. M. Hoeglin	Burglary	.....	35.49	.....	.....	35.48	.....	Do. ^b
Cedarun, Ohio	A. H. Thomas	do	.....	2.89	.....	.....	83.11	.....	Do. ^b
Center Springs, Ala.	J. O. Goolightly	do	.....	36.50	.....	.....	22.64	.....	Do. ^b
Center Groton, Conn.	A. G. Lester	do	.....	83.11	.....	.....	17.14	.....	Do.
Centerline, Mich.	J. Cramer, Jr.	do	.....	80.20	.....	.....	73.98	.....	Do.
Centerville, Cal.	S. C. Archibald	do	.....	.....	.....	.....	3.06	.....	Do.
Centerville, N. Y.	W. T. Elliott	Fire	(a)	(a)	(a)	4.00	.....	.....	Do.
Centerville, N. C.	J. A. Upchurch	do	(a)	(a)	(a)	20.65	.....	.....	Do.
Cerulean, Ky.	F. A. Rawls	Burglary	62.85	73.93	22.85	62.85	.....	22.85	Do.
Charleston, Four Corners, N. Y.	E. McDuffie	Fire	.....	(a)	(a)	.....	.....	.....	Do.
Charlton Depot, Mass.	H. F. Gould	do	.....	21.45	.....	.....	18.78	.....	Do.
Chase, Nebr.	D. B. Buzick	do	.....	(a)	(a)	.....	48.44	.....	Do.
Cheek, Ind. T.	J. F. Nunn	do	(a)	(a)	(a)	27.69	.....	.....	Do.
Chehalis, Minn.	N. M. Stirens	do	(a)	(a)	(a)	.....	8.73	.....	Do.
Cheneyville, Ill.	J. E. Leach	do	.....	(a)	(a)	.....	131.42	.....	Do.
Chester, N. Y.	G. R. Vall	Burglary	135.49	96.42	66.79	135.49	96.42	66.79	Do.
Chesterton, Ind.	C. E. Hillstrom	Fire	.....	74.83	228.25	.....	74.83	228.25	Do.
Chicago, Ill.	F. E. Coyne	In transit	1,400.10	.....	.....	1,400.10	.....	.....	Do.
Do.	do	do	.....	.....	.....	.....	.....	.....	Do.
Chicago, Ky.	J. H. Mattingly	Burglary	.....	86.89	.....	.....	86.89	.....	Do.
Chicago, Pa.	S. Frankle	do	.....	36.31	.....	.....	35.75	.....	Do.
China, Me.	W. W. Washburn	do	490.99	97.82	97.82	19.84	494.72	97.82	Do.
Clarton, Pa.	R. H. Sloan	do	14.85	87.98	32	14.35	87.98	32	Do.
Clarkston, Ark.	W. F. Madding	Fire	.....	12.86	.....	.....	6.20	.....	Do.
Clarkhill, Ind.	F. N. Hammett	Burglary	2.08	47.66	.....	.....	47.66	.....	Do.
Clarkson, Okla.	E. D. Silvernail	Fire	2.21	35.00	.....	2.21	35.51	.....	Do.
Clarks Summit, Pa.	W. B. Parker	Burglary	(a)	30.92	.....	.....	30.92	.....	Do.
Claxton, Ga.	J. P. Moore	do	20.84	.....	.....	20.84	.....	.....	Do.
Claxton, Tex.	J. H. Nelson	In transit	.....	97.00	.....	.....	96.48	97.00	Do.
Clear Creek, Ind. T.	E. J. Gardner	do	.....	.....	.....	.....	.....	.....	Do.
Clemson College, S. C.	R. C. Calhoun	Burglary	6.95	207.96	108.90	5.95	207.96	108.90	Dismissed; money recovered.
Cliff Haven, N. Y.	J. P. Tierney	Fire	81.70	31.70	.....	.....	31.70	.....	Do.
Clifton, S. C.	W. S. Cannon	Burglary	1.50	122.00	7.98	1.50	122.00	7.98	Do.
Clifton, Wash.	J. Skelley	Fire	2.69	.....	96.20	.....	3.19	96.20	Do.
Climax, Ga.	M. S. Gullford	Burglary	89.90	.....	.....	89.90	.....	.....	Do.

Clinton, Ala.	J. M. Fausgan	4.34	25.52	11.04	4.38	840.68	Disallowed; no proof of burglary.
Clinton, Ala.	D. M. Bainbridge	340.68	25.52	11.04	840.68	110.89	Disallowed.
Clinton, Pa.	E. J. McCullough	110.89	25.52	11.04	30.60	30.60	Disallowed.
Glover, Va.	A. V. Womack	30.69	7.61	15.80	56.55	7.61	Disallowed; money recovered.
Gloverdale, Mo.	E. W. Bonnell	100.02	7.61	15.80	56.55	7.61	Disallowed.
Gloverland, Ind.	J. T. Miller	59.56	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Glum, N. C.	J. P. Ashley	6.57	6.36	7.30	11.08	50.24	Disallowed.
Coal Bluff, Ind.	T. Hill	2.50	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Coalfield, Iowa	H. V. Smith	11.08	6.36	7.30	11.08	50.24	Disallowed.
Coco, W. Va.	J. C. Ross	(a)	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Coleman, Ga.	K. Brown	52	6.36	7.30	11.08	50.24	Disallowed.
Coleville, Pa.	F. B. Digel	15.81	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Collegeview, W. Va.	A. Gilbertson	15.81	6.36	7.30	11.08	50.24	Disallowed.
Collins, Ga.	Z. Nicola	92.87	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Coloma Station, W. Va.	P. B. Sandifer	78.30	6.36	7.30	11.08	50.24	Disallowed.
Coloma, W. Va.	G. R. Sherman	57.50	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Colorado, Tex.	P. A. Hazard	285.59	6.36	7.30	11.08	50.24	Disallowed.
Colquitt, Ga.	J. R. Bush	20.13	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Columbia, Pa.	A. R. Hogendobler	13.69	6.36	7.30	11.08	50.24	Disallowed.
Combs, Okla.	E. R. De Priest	(a)	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Commerce, Tenn.	T. H. Lanham	98.68	6.36	7.30	11.08	50.24	Disallowed.
Concord, Ga.	R. E. Lee	5.91	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Concord, Okla.	C. W. Vance	1.75	6.36	7.30	11.08	50.24	Disallowed.
Congers, N. Y.	G. F. Odell	1.75	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Coopersville, Mich.	H. Ferguson, acting	345.37	6.36	7.30	11.08	50.24	Disallowed.
Corona, N. Y.	J. F. Nesbett	141.64	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Correll, Minn.	J. A. Wilson	107.85	6.36	7.30	11.08	50.24	Disallowed.
Corrigan, Tex.	W. M. Boyle	13.50	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Cotopaxi, Colo.	C. Johnson	82.67	6.36	7.30	11.08	50.24	Disallowed.
Cottonwood, Cal.	T. J. McCabe	45.87	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Covington, Ind.	F. W. Boyd	555.13	6.36	7.30	11.08	50.24	Disallowed.
Courtneyman, N. Y.	W. Folts	78	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Courtland, Miss.	J. H. Jones	12.56	6.36	7.30	11.08	50.24	Disallowed.
Cowan, Pa.	H. B. Mussina	12.14	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Cowarts, Ala.	R. B. Forrester	23.36	6.36	7.30	11.08	50.24	Disallowed.
Cowkeee, Ala.	B. F. Long	23.36	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Coyleville, Pa.	W. Krause	58.94	6.36	7.30	11.08	50.24	Disallowed.
Cozad, Neb.	F. P. Carrick	7.01	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Crab Orchard, Neb.	F. M. Sharrett	36.60	6.36	7.30	11.08	50.24	Disallowed.
Crandall, Ind.	T. C. Melton	172.88	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Great Springs, Ill.	R. J. Murray	176.20	6.36	7.30	11.08	50.24	Disallowed.
Greston, Ohio.	J. McGuff	171.71	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Grippedeer, Miss.	M. White	95	6.36	7.30	11.08	50.24	Disallowed.
Crossroads, Ill.	R. W. Puntney	1.50	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Crosswicks, N. J.	I. L. Woolman	19.70	6.36	7.30	11.08	50.24	Disallowed.
Crush, Tex.	J. M. Mayfield	151.57	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Crystal, Va.	W. L. Dooley	6.42	6.36	7.30	11.08	50.24	Disallowed.
Culver, Ind.	B. W. S. Wiseman	10.60	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Curtin, W. Va.	K. Mayo	15.60	6.36	7.30	11.08	50.24	Disallowed.
Curtis, Ill.	W. C. Smart	10.00	6.36	7.30	11.08	50.24	Disallowed; money recovered.
Cypress, Ill.	J. C. Carter	39.43	6.36	7.30	11.08	50.24	Disallowed.

^a Unknown.

^b Negligence of postmaster.

Dumfeld, Va.	S. P. Spangler.	do	34.32	75.00	8.00	75.00	Do. b
Duke, Miss.	C. L. Farris	Mice	8.00				Do. b
Dulworth, Ky.	F. M. Hubbard.	Burglary	25.31				
Dumas, Ark.	A. Grace	In transit					
Dundas, Wis.	J. L. Coonen	Fire					
Dungannon, Va.	A. Stallard	do	(a)				
Dunlop, Pa.	J. H. Salsbury	Burglary	28.04	1.12	9.23	1.12	
Dunaway, Miss.	J. P. Daily	Fire	38.79		3.00	63.57	
Dupont, Ga.	L. L. Dupont	do	(a)			114.38	
Durbin, N. Dak.	J. F. Sullivan	Burglary		9.18			
Eagle Mills, N. Y.	A. Mullin	do	12.33				Do. b
Earnshaw, W. Va.	W. Teagarden	do	2.00				Do. b
East Atchison, Mo.	E. Winkler	Fire	27.88			14.89	
East Bloomfield, N. Y.	T. W. Peeling	Burglary	2.25			44.37	
East Brady, Pa.	G. W. Best	do	848.06			848.05	
East Cornling, N. Y.	C. M. Crawford	Fire	(a)			224.92	
East Holliston, Mass.	W. R. Morse	Burglary	7.50				Do. b
Eastover, S. C.	J. A. Byrd	Fire	45			33.33	
do	do	Burglary	32.88			26.57	
East Palestine, Ohio	G. B. Alaback	Burglary	20.65	26.60	20.65	188.57	
East Petersburg, Pa.	A. Bell	do	188.57	547.87	98.17	435.80	
East Plato, Ill.	W. W. McDonald	do	2.00		2.00	6.98	
East Point, Ga.	F. J. Allen	Fire	9.15			9.18	
East Stroudsburg, Pa.	J. Ransberry	Burglary	934.36	45.80	85.92	984.35	
Eaton, Ind.	J. W. Hamilton	do	112.55	94.05	112.91	94.05	
Eaton, N. J.	A. B. Safew	do	43.83	182.69		1,838.81	
Ebenezer, Miss.	J. W. Burwell	Fire	1,650.67	51.02	129.58	406.08	
Ebys, Pa.	H. F. Eby	In transit	129.58	195.00		51.02	
Eddy, Okla.	J. W. Eby	Burglary	27.59			76.00	
Eddy, Tex.	C. A. Spencer	Storm	11.94				Part of money recovered.
Eden Valley, Minn.	E. A. Howard	do		(a)			Disallowed. b
Edholm, Nebr.	W. O'Brien	In transit	61.00	60.00		61.38	
Edinboro, Pa.	L. E. Spangler	Fire	63.48		61.00	60.00	
Edith, Ga.	H. L. Cooper	Burglary	40.78		40.78	62.90	
Egg Harbor, Wis.	R. J. Rawls	do	240.91	59.53	236.62	240.91	
Egon, W. Va.	F. S. Hanson	Fire	5.00				Disallowed; money recovered.
Elba, Ky.	E. Scherr	In transit					
Elbridge, N. Y.	J. J. Mosely	Burglary	4.37	5.00	4.37		
Elk, Kans.	C. E. Cook	Fire	(a)				Disallowed. b
Elk, Mo.	H. Collett	do	323.57	46.92	7.38	46.92	
Elkhart, Mo.	H. F. Kennedy	Fire	2.53				
Elkhorn, Kans.	H. W. Jaycox	Burglary	13.26		13.26		Do. b
Elk River, Minn.	F. W. Corey	Fire	7.26				
Elensburg Center, N. Y.	W. H. Gordon	do	4.40		4.40		
Elendale, Va.	J. C. Ryburn	do	(a)			46.29	
Ellinwood, Kans.	C. M. C. Lockhart	do	(a)			21.74	
Elliotsburg, Pa.	D. J. Kell	Burglary	5.80				Do. b
Ellis, W. Va.	H. H. Cox	do	81.86				Do. b
Ellsworth Station, Ohio	J. W. McDermott	Fire	(a)	3.64	65.73		Do. b
Elwood City, Pa.	R. A. Todd	Burglary	15.00	2.02		1,638.60	
Elma, Iowa	F. Trunkley	do	1,556.50	125.57	92.68	125.57	
Elmont, Mo.	W. G. Schmidt	do	92.68				Do. b
			6.13				

b Negligence of postmaster.

a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Cypress, Miss	E. Allen	Burglary		\$28.35	\$2.50				Disallowed. ^b
Cypress, S. C.	J. A. Du Bose	do		8.71	8.60				Do. ^b
Daleville, Ind.	C. H. Forrest	Fire		207.72			\$6.56		Greater part of stamps recovered.
Daphne, Ala.	T. A. Davis	Burglary	\$2.23	(a)			14.04		Disallowed. ^b
Darius, Va.	R. A. Crockett	Fire	6.00	(a)			19.41		Do. ^b
Dates, Ga.	W. C. Faglee	Burglary		(a)			21.96		
Daugherly, Tex.	J. W. Duncan	Fire		460.76	128.02	\$138.15	460.76	\$126.02	Do. ^b
Davisville, Cal.	J. J. Gallagher	Burglary	133.15		28.50				
Deberry, Tex.	J. B. Nell	do							
Decatur, Ga.	K. W. Kirkpatrick	do	5.87	27.88			22.20		
Dee, Ark.	J. M. Stotts	Fire		36.26	(a)	38.64		35.29	
Deerfield, Kans.	F. M. Sower	Burglary		(a)					
Deerpark, Wash.	P. J. Kelly	Fire			20.00				Do. ^b
Deighton, Okla.	T. B. Collison	do		(a)					Do. ^b
Delhi, Okla.	B. H. Noss	Burglary	60.00	96.44	20.00	13.12	62.54		Do. ^c
Delmont, Pa.	T. Melton	do	6.07	(a)	296.00				
Delta, Ala.	T. B. McPherson	Fire							
Delta, Tex.	L. C. Mitchell	In transit.							
Demia, N. C.	L. E. Davis	Burglary		20.30	521.80		20.30	521.80	
Denver, Colo.	J. C. Twombly	do							
Desoto, Tex.	J. B. Cathey	Storm		5.30			5.18		
Dewitt, N. C.	J. Edney	Fire		5.10		.50	5.10		
Diamond, Ark.	E. V. Sutton	Burglary	.50	87.98					
Diamond, Mo.	W. J. McCracken	do							
Dillon, Miss., Va.	D. Bowman	Fire	(a)	(a)		1.95	87.98		
Dills, Fla.	J. M. Sparks	do	14.00	33.00			12.65		
Dixie, Okla.	C. T. Wear	Burglary	(a)	32.00			57.86		Do. ^b
Dock, Ala.	H. Howard	Fire	(a)	(a)					
Dodge Center, Minn.	J. K. Faucher	Burglary	84.47	309.60	50.73	88.47	34.32	50.73	Disallowed; money recovered.
Dodgeville, N. Y.	F. Murray	In transit.			61.00		309.60		
Donaldson, Tenn.	E. Donaldson	do			62.00			62.00	
Donaldsonville, Ga.	J. W. Hurt, Jr.	Fire		111.99			111.86		Disallowed. ^b
Dora, Minn.	J. A. Doolittle	do		(a)			111.84		Do. ^b
Doolittle Mills, Ind.	W. J. Hoffman	Burglary	4.93	12.00					Do. ^b
Doucette, Tex.	P. P. Murdock	do							
Dover, Okla.	W. E. Hyatt	Fire	7.81	.51		2.00	255.93		
Dowdy, Ga.	M. J. Hunt	do	2.00	(a)			8.63		
Doyle, La.	J. T. Johnson, Jr.	do		8.65			38.58		
Drew, Ga.	M. Mizell	Burglary		(a)					Do. ^b
Dubberly, La.	O. P. Bennett	do		13.46	33.97	41.30			
	W. W. McCoy	do	41.30						53.97

Dumfries, Va.	S. P. Spangler.	do.	38.82	75.00	8.00	76.00	Do. b
Duke, Miss.	C. L. Farris	Nice	8.00				Do. b
Dulworth, Ky.	F. M. Hubbard	Burglary	25.31				
Dumas, Ark.	A. Grace	In transit		75.00			
Dundas, Wis.	J. L. Coonen	Fire	(a)		6.69		
Dunhamon, Va.	A. Stallard	do	28.04		9.28		
Dunlop, Pa.	J. H. Saulsbury	Burglary	38.79	1.12	88.79	1.12	
Dunnaway, Miss.	J. P. Dally	Fire	(a)		63.57		
Dupont, Ga.	L. L. Dupont	do			114.88		
Durbin, N. Dak.	J. F. Sullivan	Burglary	12.33		9.18		
Eagle Mills, N. Y.	A. Mullin	do	2.00				Do. b
Earnshaw, W. Va.	W. Teagarden	do	27.88				Do. b
East Acheson, Mo.	E. Winkler	Fire	(a)		14.89		
East Bloomfield, N. Y.	T. W. Peeling	Burglary	44.37		44.37		
East Brady, Pa.	G. W. Best	do	848.06				
East Corning, N. Y.	C. M. Crawford	Fire	(a)		224.92		
East Holliston, Mass.	W. R. Morse	Burglary	7.60				
Eastover, S. C.	J. A. Byrd	Fire	32.88		33.33		
do	do	Burglary	186.57	26.60	20.65	26.57	
East Palestine, Ohio	G. B. Alaback	do	435.80	547.87	94.17	547.87	
East Petersburg, Pa.	A. Bell	do	6.98		6.98		
East Point, Ga.	F. W. McDonald	Fire	9.13		9.18		
East Point, Pa.	F. J. Allen	Burglary	934.36	45.80	85.92	45.77	
East Stroudsburg, Pa.	J. W. Berry	do	108.42	94.06	108.42	94.06	
Eaton, Ind.	A. B. Newell	do	1,800.67	182.69	1,808.81		
Eatonstown, N. J.	J. W. Hamilton	Fire	129.08	51.02	129.58	51.02	Part of money recovered.
Beaver, Miss.	J. W. Burwell	In transit		196.00	406.08	76.00	Disallowed. ^b
Edys, Pa.	H. F. Eby	Burglary	27.69				
Eddy, Okla.	C. A. Spencer	Storm	11.94	(a)		61.38	
Eddy, Tex.	W. O. Howard	In transit		60.00		60.00	
Edinboro, Pa.	W. O. Brien	Fire	94.12	63.48	94.12	62.90	
Edinboro, Pa.	E. J. Spangler	do	40.78				
Edinboro, Pa.	B. J. Cooper	Burglary	236.62	240.91	236.62	240.91	
Edinboro, Pa.	E. J. Rawls	do	(a)		23.09		
Edinboro, Pa.	F. S. Hanson	Fire	61.16	5.00			Dismissed; money recovered.
Edinboro, Pa.	E. J. Rawls	In transit	4.37		4.37		
Edinboro, Pa.	E. J. Rawls	Burglary	(a)				
Edinboro, Pa.	E. J. Rawls	Fire	323.57	46.92	323.57	46.92	Disallowed. ^b
Edinboro, Pa.	E. J. Rawls	do	42	2.53			
Edinboro, Pa.	E. J. Rawls	Fire	13.26		13.26		
Edinboro, Pa.	E. J. Rawls	Burglary	7.28		4.40		
Edinboro, Pa.	E. J. Rawls	Fire	4.40		46.29		
Edinboro, Pa.	E. J. Rawls	do	(a)		21.74		
Edinboro, Pa.	E. J. Rawls	do	(a)				
Edinboro, Pa.	E. J. Rawls	Burglary	81.86		66.73		
Edinboro, Pa.	E. J. Rawls	do	(a)		3.64		
Edinboro, Pa.	E. J. Rawls	Fire	15.00		1,656.50		
Edinboro, Pa.	E. J. Rawls	Burglary	1.47	2.02	1,656.50		
Edinboro, Pa.	E. J. Rawls	do	92.68	125.57	485.08	125.57	
Edinboro, Pa.	E. J. Rawls	do	6.15				

^b Negligence of postmaster.

^c Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Gilberts Creek, Ky.	G. T. Ashlock.	Burglary.	(a)	\$6.12	\$141.00			\$141.00	Disallowed. b
Gillsburg, Miss.	J. W. Reynolds.	In transit.							
Gilman City, Mo.	S. L. D. Hudson.	Burglary.		14.90			\$19.90		
Gilmore City, Iowa	F. J. Fishenbanner.	Fire.		48.27			63.87		
Gip, Okla.	R. R. Cobb.	Robbery.			84.16			24.16	
Glard, Ohio.	G. J. Lewis.	Burglary.	\$2.00	597.57		\$2.00	597.57		Do. c
Glen, Wis.	L. J. Crandall.	In transit.	5.36						Do. b
Do.	E. J. Worthy.	Fire.	.50	7.80		.50	7.80		
Glenham, S. Dak.	G. W. Leise.	Burglary.		9.56					
Glenshaw, Pa.	F. B. McMillan.	do.	52.91	155.79	123.08	52.91	155.79	40.57	
Goff, Kans.	W. L. Stocking.	In transit.	100.00			100.00			
Goffstown, N. H.	B. L. Martin.	Burglary.	259.45			259.45			
Gold, Pa.	H. Everitt.	Fire.	(a)	12.19			12.19		
Goldendale, Wash.	H. M. Spaulding.	do.	18.17	82.27	80.57		18.47	80.57	
Goodlettsville, Tenn.	P. O'Donahue.	Burglary.		(a)			82.27		
Goodrich, Kans.	T. D. Cottle.	Fire.	7.87	69.66		5.89	107.91	118.64	
Gordon, Tex.	A. Jamieson.	Burglary.		28.05	40.00		28.05	40.00	
Goucher, S. C.	C. E. Smith.	Mice.	35.00	37.62	22.50	35.00	38.18	22.50	
Gracey, Ky.	H. C. McGehee.	Fire.	8.00	10.83			8.72		
Grammer, Ind.	C. N. Clapp.	Burglary.	10.00	382.37	84.59	10.00	382.37	84.59	Do. b
Grandcane, La.	E. A. Buddenbrock.	do.		10.82			10.82		
Grand Gorge, N. Y.	D. S. Booth.	Fire.	28.12	9.05			9.05		
Grand Junction, Colo.	E. Price.	Burglary.		19.83			38.38		
Grand River, Ohio.	E. Snell.	Fire.		718.29	24.13	50.37	718.29	24.13	
Grange, Pa.	A. B. Mogie.	Burglary.	50.37	26.02	26.51	50.37	26.02	26.51	Dismissed; money recovered.
Granville, Ohio.	L. A. Austin.	do.		26.02		40.92			
Grapvine, Tex.	J. M. Phillips.	do.	66.73						
Grass Lake, Mich.	G. Preston.	In transit.		109.90					
Gravette, Ark.	W. D. Foster.	Fire.	4.00	(a)			94.40		
Gravols Mills, Mo.	E. K. Buck.	do.		139.15			139.15		
Green, Kans.	C. H. McArthur.	Burglary.	143.96	87.95		98.05	87.65		
Greencove Springs, Fla.	T. Roberts.	Fire.	18.16						Disallowed. b
Greenfield, S. D.	H. J. Hansen.	Burglary.	1.35	211.91	4.65	1.35	211.91	4.65	Do. b
Greens Fork, Ind.	W. M. Roller.	do.		1.54					
Greentop, Mo.	F. J. Tice.	do.			91.45	20.00		91.45	Do. b
Greenville, Ore.	W. L. Moore.	Robbery.	20.00	26.34		20.00	26.34		
Greer Depot, S. C.	I. A. Mayfield.	Burglary.	1.00	9.58		1.00			Do. b
Gregoryville, Tenn.	C. P. Butler.	do.	4.19	37.60			37.81		Do. b
Gretna, Ill.	F. S. Gorton.	do.		9.42					Do. b
Greycliff, Mont.	T. V. Overhul.	do.							Do. b
Griffith, Ky.	A. Williams.	do.	7.00						

Grove City, Ohio.....	F. F. Darnell.....	do.....	3.00	142.47	.....	8.00	142.47	.....	Dismissed; money recovered.
Grove Summit, Pa.....	F. W. Tharpe.....	do.....	23.37	31.48	.....	.....	31.48	.....	Dismissed; money recovered.
Grove, Ohio.....	C. Dunagan.....	In transit.....	1.00	9.90	.....	1.00	9.90	.....	Dismissed; money recovered.
Grover, Va.....	R. L. Charles.....	Fire.....	.....	53.14	.....	.....	53.14	.....	Dismissed; money recovered.
Guildford, Md.....	A. Brunner.....	do.....	.....	18.70	.....	3.40	18.97	3.40	Dismissed; money recovered.
Guildford, Mo.....	C. H. Sidle.....	Burglary.....	.....	.....	.....	.....	.....	.....	Dismissed; money recovered.
Gunn, Ga.....	J. M. Stone.....	do.....	7.57	.....	.....	.....	.....	.....	Dismissed; money recovered.
Gunn Spring, Ga.....	W. M. Martin.....	do.....	5.90	.....	.....	.....	.....	.....	Dismissed; money recovered.
Guntown, Miss.....	H. Kearnes.....	In transit.....	.....	.....	.....	79.00	.....	.....	Dismissed; money recovered.
Guntown, Miss.....	C. M. Wales.....	Burglary.....	.....	.....	.....	28.60	.....	.....	Dismissed; money recovered.
Guthrie, Ala.....	J. W. Gurganus.....	Fire.....	1.91	(a)	.....	.....	38.06	.....	Dismissed; money recovered.
Haddaway, Md.....	R. C. Faulkner.....	do.....	(c)	.....	.....	.....	18.21	.....	Dismissed; money recovered.
Haden, Ky.....	R. C. Hollins.....	Burglary.....	.....	15.00	.....	.....	.....	.....	Dismissed; money recovered.
Hairton, Ala.....	J. C. Part.....	do.....	19.58	.....	.....	.....	.....	.....	Dismissed; money recovered.
Halcron, Wis.....	J. Love.....	Fire.....	2.00	19.50	.....	.....	88	.....	Dismissed; money recovered.
Hamlet, Ind.....	I. N. Compton.....	Burglary.....	.....	409.78	.....	.....	409.78	.....	Dismissed; money recovered.
Hammonville, Ky.....	L. M. McChubb.....	do.....	17.72	.....	.....	67.90	.....	67.90	Dismissed; money recovered.
Hancock, Mo.....	W. G. Thompson.....	Fire.....	.....	107.00	.....	.....	91.67	.....	Dismissed; money recovered.
Hancock, N. Y.....	W. A. Hall.....	Burglary.....	245.04	1,451.43	.....	245.04	1,451.43	.....	Dismissed; money recovered.
Hanaka, Minn.....	E. Carlson.....	do.....	75.64	.....	.....	7.28	.....	.....	Dismissed; money recovered.
Hanson, Ill.....	S. R. Stoddard.....	Fire.....	.....	10.00	.....	.....	10.00	.....	Dismissed; money recovered.
Hardenburg, N. Y.....	W. P. Bidwell.....	do.....	5.00	178.02	.....	.....	178.02	.....	Dismissed; money recovered.
Hardie, Va.....	C. E. Perdue.....	do.....	.....	(c)	.....	.....	80.80	.....	Dismissed; money recovered.
Hardinville, Ill.....	W. E. Houts.....	Burglary.....	2.60	.....	.....	7.31	.....	.....	Dismissed; money recovered.
Hartlons Mills, Tenn.....	A. J. Rieg.....	Flood.....	.....	73.00	.....	.....	73.00	.....	Dismissed; money recovered.
Hartlons Mills, Tenn.....	J. T. McAfee.....	Burglary.....	35.14	177.39	.....	2.69	77.80	2.69	Dismissed; money recovered.
Hartfield, Pa.....	C. J. Buckley.....	do.....	9.90	177.85	.....	.....	.....	.....	Dismissed; money recovered.
Hawthorne, N. J.....	W. J. Carman.....	do.....	14.67	156.65	.....	4.28	156.65	4.28	Dismissed; money recovered.
Hays, Ky.....	R. J. Hays.....	do.....	14.11	.....	.....	.....	.....	.....	Dismissed; money recovered.
Hazelhurst, Pa.....	C. W. Orcutt.....	do.....	91.16	311.37	.....	45.94	311.37	45.94	Dismissed; money recovered.
Hebron, Utah.....	O. W. Hunkman.....	Fire.....	(a)	(a)	.....	.....	282.75	.....	Dismissed; money recovered.
Hedgehog, Wis.....	G. Volght.....	do.....	.....	(c)	.....	.....	5.44	.....	Dismissed; money recovered.
Helenwood, Tenn.....	J. C. Parker.....	In transit.....	.....	.....	.....	10.00	.....	.....	Dismissed; money recovered.
Helix, Ind.....	J. C. Newman.....	Burglary.....	2.00	1.00	.....	.....	.....	.....	Dismissed; money recovered.
Helms, Va.....	A. M. Apple.....	Fire.....	.....	(c)	.....	.....	48.31	.....	Dismissed; money recovered.
Heltonville, Ind.....	T. Helms.....	do.....	.....	1.82	.....	.....	1.82	.....	Dismissed; money recovered.
Hemp, N. C.....	N. H. Roberts.....	Burglary.....	.....	106.59	.....	.....	106.59	.....	Dismissed; money recovered.
Herburn, Ohio.....	G. W. Horner.....	Fire.....	.....	(c)	.....	.....	15.86	.....	Dismissed; money recovered.
Herbert, Ill.....	N. C. Terry.....	In transit.....	.....	.....	.....	121.00	.....	.....	Dismissed; money recovered.
Hetty, Tex.....	S. E. Powell.....	Burglary.....	11.55	.....	.....	.....	.....	.....	Dismissed; money recovered.
Hicks City, Mo.....	B. D. Wilson.....	Flood.....	5.00	.....	.....	.....	.....	.....	Dismissed; money recovered.
Highland, Md.....	J. Paddock.....	Burglary.....	.....	51.00	.....	.....	12.51	.....	Dismissed; money recovered.
Highland, N. Y.....	C. T. Disney.....	Fire.....	12.51	.....	.....	.....	.....	.....	Dismissed; money recovered.
Highland Falls, N. Y.....	F. F. Simpson.....	Burglary.....	214.71	404.07	.....	58.89	214.71	404.07	Dismissed; money recovered.
Highlandlake, Colo.....	J. F. Stephens.....	do.....	282.86	1,134.01	.....	247.07	282.76	1,134.24	Dismissed; money recovered.
Highlands, N. C.....	G. Ritchey.....	do.....	88.09	50.48	.....	36.81	50.48	36.81	Dismissed; money recovered.
Hillsboro, Ga.....	J. Rideout.....	do.....	7.00	.....	.....	8.21	.....	.....	Dismissed; money recovered.
Hillsboro, Ga.....	E. B. McCullough.....	do.....	58.94	.....	.....	53.48	.....	.....	Dismissed; money recovered.
Hillsdale, Ind.....	G. Noakes.....	Robbery.....	.....	11.22	.....	.....	11.22	.....	Dismissed; money recovered.
Hillsdale, Ind.....	J. S. Darmstadt.....	Burglary.....	.....	304.93	.....	.....	.....	.....	Dismissed; money recovered.
Hill View, N. Y.....	F. E. Truesdale.....	do.....	4.06	70.41	.....	.....	4.06	.....	Dismissed; money recovered.

a Unknown.

b Negligence of postmaster.

c Failure to remit in compliance with instructions.

d Disallowed.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Hillsdale, Ky.	J. E. Goodrun	Fire		\$21.60			\$21.60		Disallowed. ^b
Hindman, Ky.	F. P. Allen	Burglary		26.94				\$100.00	\$70 recovered.
Do.		In transit			\$170.00			127.11	Disallowed. ^b
Hindsdale, Ill.	D. A. Courter	Burglary	\$238.07	480.27	101.81	\$238.07	480.27		
Hickita, Ind. T.	J. C. Morton	do	4.47						
Hockersville, Pa.	W. C. Erb	Fire		(a)			14.96		Do. ^b
Holbrook, N. Y.	D. R. Wulfert	do		6.80			6.80		
Holbrook, N. Y.	A. W. Anderson	do							
Holder, Ill.	D. B. Haynes	Burglary	5.61	43.20	108.98	20.35	43.20		
Hollywood, Miss.	A. B. Warner	do	113.29	(a)			317.35		
Hoopeston, Ill.	C. W. Warner	do		20.00			20.00		
Hoover, Tex.	S. P. Hoover	do		52.20			53.25		
Hooversville, Pa.	J. A. Hurt	do		314.71	22.59	197.34	314.71	22.59	
Hoopesville, W. Va.	P. J. Blough	Burglary	197.34	(a)			17.15		
do	C. Ours	Fire	(a)	45.69			75.43		
Hopewell, Conn.	J. W. Daily	do			39.77			39.77	
Hopewell, N. Mex.	L. Reynolds	Burglary	7.00	327.32	2.68	34.23	5.05	2.68	Disallowed; no proof as to amount stolen.
Hopkum, Wash.	G. W. France	do	35.51	2.90		6.01	2.90		Dismissed; credit allowed by Third Assistant Postmaster-General.
Horseshoe Run, W. Va.	A. A. Scher	do	6.01	55.00			55.00		
Horton, Iowa	F. R. Boyd	Fire							
Houston Heights, Tex.	S. D. Wilkins	Burglary	5.00						
Howards Lick, W. Va.	H. S. Carr	Fire		(a)			45.50		
Hoyt, Ind. T.	T. A. Ponder	do		34.33					
Hubbard, Ohio	W. M. Evans	Burglary	89.53	450.55	140.88	89.53	450.55	134.48	
Hubbardtown, Miss.	P. Yelverton	Fire		(a)			60.09		
Huckabay, Tex.	J. E. Huckabay	In transit			52.00			52.00	
Hudson, Pa.	J. M. Stark	Burglary	2.70	186.15	29.16	2.70	189.15	29.16	
Huffman, Va.	M. L. Huffman	do	11.82			11.52			
Hull, Fla.	S. L. Drane	do	25.98		46.79				Disallowed. ^b
Hume, Ill.	W. O. Wilson	do	133.32	115.79	52.44	133.32	115.79	52.44	
Hume, N. Y.	N. M. Wells	do	1.00	127.83		1.00	22.50		
do		Flood	1.00	30.50		1.00	7.02		
Hunsecker, Pa.	A. L. Hunsecker	Burglary	20.00	155.38		19.80	57.11		
Idaville, Tenn.	J. G. McCain	Fire		165.03			165.03		
Independence, Cal.	B. Rhine	do							
Independence, Miss.	H. W. Walker	do							
Indianhead, Pa.	I. L. Sparks	Burglary	9.40	47.20	47.76	9.40	47.20	47.76	Do. ^b
Ingelheld, Ind.	W. D. Miller	do	5.11						
Inglenook, Cal.	A. L. Rafferty	do		35.00			35.00		
Ingleside, Pa.	W. M. Dougall	Fire		80.74			80.74		
Ingonmar, Miss.	J. F. Mitchell	Burglary	2.55		34.30	2.55		34.30	
Ingram, W. Va.	B. A. Grunseith	Fire		11.97			12.97		

Instantan, Pa.....	R. McLaughlin	do	9.68	12.31	Do. b	5.89
Ira, N. Y.....	F. A. Allen	do	11.84	10.26	Do. b	22.37
Ironton, Ohio.....	J. F. Gilson	Burglary	269.99	333.25	Do. b	9.79
Ironton, Ky.....	T. Q. Wallace	do	34.78	476.58	Do. b	4.78
Irwin, Iowa.....	W. S. Branson	do	2.00	6.81	Do. b	9.13
Irwin, Pa.....	G. Sowash	do	40.00	405.18	Do. b	4.78
Ivanhoe, Va.....	M. W. Jewett	Fire	9.13	37.24	Do. b	9.13
Ivoryton, Conn.....	T. F. Rose	Burglary	12.55	22.06	Do. b	4.78
Jacobs Creek, Pa.....	L. D. Slater	do	147.51	147.51	Do. b	4.78
Jamestown, Ala.....	W. B. Mosley	Fire	(c)	55.80	Do. b	4.78
Jellico, Va.....	S. R. Hurley	do	(c)	28.44	Do. b	4.78
Jeffers, Minn.....	A. Faust	do	47.62	44.78	Do. b	4.78
Jefferson, Ohio.....	F. Fortune	Burglary	56.46	1,050.80	Do. b	4.78
Jefferson City, Tenn.....	B. W. Witt	do	1,050.80	1,050.80	Do. b	4.78
Jefferson, Ind.....	W. L. Barr	do	29.26	400.12	Do. b	4.78
Johnson, Wash.....	L. S. Greer	Fire	(c)	89.62	Do. b	4.78
Johnson Station, Tex.....	D. R. Foust	Burglary	6.89	174.60	Do. b	4.78
Johnston, Wis.....	W. V. Gage	Fire	(c)	07	Do. b	4.78
Jones, Ill.....	G. Jones	do	72.00	12.83	Do. b	4.78
Joppe, Md.....	W. H. Chalcoat	do	11.83	2.66	Do. b	4.78
Julietta, Idaho.....	U. G. Marsh	Burglary	77.85	174.87	Do. b	4.78
Kalb, S. C.....	J. F. Clark	Fire	110.91	111.91	Do. b	4.78
Keating, Pa.....	A. Streck	Burglary	5.24	5.24	Do. b	4.78
Keel, Ga.....	K. W. Waters	Fire	3.60	101.09	Do. b	4.78
Kelley, Pa.....	F. R. Bruno	Burglary	106.09	14.16	Do. b	4.78
Kelley, Ky.....	G. W. Stone	do	(c)	27.35	Do. b	4.78
Keno, Tex.....	W. M. Cruse	Fire	12.92	2.90	Do. b	4.78
Kercheval, Ind.....	H. Kercheval	Burglary	27.00	2.83	Do. b	4.78
Killgo, S. C.....	L. S. Salmond	Fire	4.80	683.15	Do. b	4.78
Killwinning, Mo.....	A. E. Daniels	In transit	343.49	20.46	Do. b	4.78
Kingsbury, Cal.....	S. H. Loomis	Fire	2.90	10.00	Do. b	4.78
Kings Mountain, N. C.....	E. L. Ware	Burglary	683.15	10.74	Do. b	4.78
Kingsman, Tex.....	J. W. Barr	Theft	51.16	2.66	Do. b	4.78
Klamathon, Cal.....	A. R. La Flech	Fire	(c)	14.84	Do. b	4.78
Klondike, Tenn.....	J. O. Henard	do	13.67	8.65	Do. b	4.78
Knoxville, Iowa.....	T. G. Gilson	Theft	152.00	44.63	Do. b	4.78
Korn, Okla.....	J. H. Kendall	Robbery	14.84	71.00	Do. b	4.78
Korn, Okla.....	do	do	32.85	14.74	Do. b	4.78
Kremlin, Okla.....	A. A. Wood	do	14.24	10.57	Do. b	4.78
Kreps, Ind.....	G. W. Schlangehauf	Fire	8.28	761.69	Do. b	4.78
Labadieville, La.....	A. A. Achee	In transit	85	24.12	Do. b	4.78
Labolt, S. Dak.....	N. Adams	Fire	14.74	90.00	Do. b	4.78
Lacey Spring, Va.....	D. R. Showalter	do	10.57	217.51	Do. b	4.78
Laconia, N. H.....	F. L. Gilman	do	761.69	9.18	Do. b	4.78
Ladue, Mo.....	E. L. Fahnestock	Burglary	24.12	7.10	Do. b	4.78
Lake City, Ark.....	A. Springer	In transit	217.51	9.18	Do. b	4.78
Lake City, Fla.....	B. E. Raulerson	Fire	13.18	7.00	Do. b	4.78
Lake City, Ga.....	J. D. Staley	Burglary	5.18	7.00	Do. b	4.78
Lakepark, Ga.....	W. J. Daggett	do	5.18	7.00	Do. b	4.78
Lakeside, Me.....	do	do	5.18	7.00	Do. b	4.78
Lamar, W. Va.....	L. Andrews	Fire	5.18	7.00	Do. b	4.78

^a Negligence of postmaster

^a Unknown.

Disallowed; no proof of burglary.

Disallowed; no proof of amount stolen.

Dismissed; credit allowed by Third Assistant Postmaster-General.

Disallowed.^b

Do. b

Dismissed; money recovered.

Disallowed.^b

Do. b

Do. b

Disallowed; proof of loss unsatisfactory. Dismissed; money recovered.

Disallowed no proof of loss.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Lancaster, Fla.	J. C. McCaskill.	Fire		\$2.95					Disallowed; no proof of loss.
Lancaster, Mo.	J. L. Baker.	do		10.60			\$10.60		
Lansdown, Pa.	F. J. Blackious.	Burglary		18.09			18.94		
Lansdown, Ind.	L. F. Estes.	Fire	\$27.00			\$27.04			Disallowed. ^b
Lansdown, Pa.	H. D. Ruth.	Burglary	3.21	50.00					
Lansdown, N. C.	J. H. Gentry.	In transit.	17.94						
Larimer, Pa.	D. Butler.	Burglary		3.20			17.94		
Laurie, Ind.	J. Trachsel.	do	15.00	308.47	\$2.05			3.20	
do	L. V. Pringle.	do	50.36	50.36	186.37			305.06	\$2.05
Latta, Miss.	M. Starnes.	Fire	10.14	11.59	88.12			186.37	84.67
Latta Grove, Pa.	W. I. Moles.	Burglary		6.73				24.69	
Latta, S. C.	H. T. Booker.	In transit.			1.00			11.59	
Laurel, Tex.	do	do			10.00				Disallowed; no proof of loss.
do	do	do			1.00				Dismissed; money recovered.
do	do	do			1.00				Do.
Laurel Hill, N. C.	A. C. Kelly.	Fire	.56	90.42			90.42		Do.
Leacock, Pa.	J. P. Fowler.	Burglary		215.42		.56	215.42		
Lebanon, Conn.	F. C. Fowler.	Fire		13.75			13.75		
Lebanon, Ill.	J. C. London.	In transit.			123.00			123.00	
Lechetter, Tex.	R. P. Hackworth.	Burglary	10.25	5.43					Disallowed; proof of loss unsatisfactory.
Lee, Ark.	C. R. Davis.	do	85.83	18.70					Disallowed. ^b
Lee, Okla.	G. W. Lee acting.	do	8.00		274.00				
Leesburg, Ind.	D. L. Kemper.	do	37.56	57.13			37.56	18.70	
Leesburg, Minn.	J. Gillette.	Fire		43.00				69.41	Do. ^b
Leland, Tex.	W. J. Wasson.	Burglary		43.00					
Lemore, Cal.	F. L. Powell.	do	18.50	117.19	82.70		117.19	82.87	Withdrawn.
Leniz, N. C.	L. E. Pless.	Theft		6.90				70.93	Disallowed. ^b
Leona, Tex.	L. D. Thompson.	Fire		(a)					
Leonardo, N. J.	C. T. Leonard.	Burglary	4.00	4.28			4.00		
Lester, Mich.	F. A. Hubbard.	do	(a)	(a)					
Liletown, Ky.	J. A. Wilson.	In transit.	2.11				27.72		Dismissed; money recovered.
Limerick, Ga.	H. O. Lynch.	Burglary	3.74						Disallowed. ^b
Lincoln, N. J.	D. Whitlock.	do		2.20					Do. ^b
Lincolnville, S. C.	C. S. Riley.	do		6.73					
Linton, Ky.	F. L. Longfellow.	Fire	10.52	4.45			10.42	4.56	
Littlerock, Cal.	J. B. Bartee.	do		(a)					
Littlerock, Wash.	L. W. Ashcroft.	In transit.	22.94				22.94		
Littleton, Mass.	J. E. Dowling.	Burglary	49.63		38.61		48.43	38.61	Do. ^b
Lock Haven, N. C.	A. H. Knowlton.	do		6.79					
Lodi, N. J.	J. C. McKay.	Fire		38.70			21.69		
do	A. Mercer.	Burglary	252.04		.97	252.04		.97	

Lola, Mo.	G. Lindner	Fire	49	(a)	104.00	43.62	Dismissed; money recovered.
Lola, Ky.	J. E. Johnson	Burglary	38.29		20.72		Dismissed; money recovered.
Do.	Do.	In transit.	(a)				Dismissed; money recovered.
Lombard, Md.	H. G. Kidd.	Fire			10.92		Dismissed; money recovered.
Lon, Mo.	O. H. Scott.	do.		(a)		21.52	Do. b
Longstar, Cal.	A. P. Darling	Burglary	1.97	(a)	833.00	54.28	Do. b
London, Wash.	A. W. Stowe	Fire	6.18	(a)		59.72	Do. b
Longwood, Fla.	F. J. Niemeyer.	Burglary	12.50		13.97		Do. b
Lookout, Idaho.	J. H. Burgess.	do.	42.04		2.85	2.81	Do. b
Loraine, Ill.	C. Wheaton	do.					Do. b
Loraine, Tex.	H. R. Looby	do.					Do. b
Lordsburg, Cal.	J. S. Soto.	do.					Do. b
Loring, Miss.	R. M. Nichols	Fire	82.83	(a)	5.55	37.08	Dismissed; money recovered.
Lotus, Fla.	C. D. Provost.	do.		(a)		18.10	Dismissed; money recovered.
Louisburg, Minn.	K. Kolkjen	Burglary	76.26		2.18		Dismissed; money recovered.
Lovingsston, Va.	J. A. Stevens.	In transit.	20.00				Dismissed; money recovered.
Lower Squankum, N. J.	S. Bills.	Burglary	16.48		58.86	402.05	Dismissed; money recovered.
Lubec, Me.	I. W. Case	do.	81.81				Dismissed; money recovered.
Lucca, N. Dak.	L. Miller.	do.					Dismissed; money recovered.
Lullaton, Ga.	D. B. Raybon	In transit.			20.00	53.38	Dismissed; money recovered.
Lupton, Tenn.	C. E. Collins	Fire	(a)	(a)		20.11	Dismissed; money recovered.
Luraville, Fla.	C. S. Le Fevre	Burglary	71.40		85.48	85.48	Dismissed; money recovered.
Luzerne, N. Y.	J. S. Burneson	do.					Dismissed; money recovered.
Lynan, Mich.	A. Scott.	do.	2.27		1.72	32.27	Dismissed; money recovered.
Lynch, Pa.	L. M. Crain	Fire					Dismissed; money recovered.
Lynbrook, N. Y.	S. Pearsall	In transit.					Dismissed; money recovered.
Lynnville, Ind.	T. H. Rickrich	do.					Dismissed; money recovered.
Lyra, Tex.	J. N. Delavan	Burglary	14.54		14.54	55.59	Dismissed; money recovered.
Lyssander, N. Y.	M. McCarty	Fire					Dismissed; money recovered.
Lytton, W. Va.	F. Art.	Burglary	2.21	(a)			Dismissed; money recovered.
McBride, Tenn.	R. Richardson	Fire	4.55		4.55	20.52	Dismissed; money recovered.
McCurtain, Ind. T.	J. W. Wyers.	Burglary					Dismissed; money recovered.
McFarlands, Va.	O. C. Janssen.	Rats	2.22		25.09	27.60	Dismissed; money recovered.
McHenry, Ga.	C. E. McDaniel.	Burglary	25.09	(a)	6.96	70.87	Dismissed; money recovered.
McKay, Oreg.	J. A. Hubbard	Fire	(a)			71.55	Dismissed; money recovered.
McKinneyburg, Ky.	W. T. Gruell	do.	20		8.50		Dismissed; money recovered.
McLean, Ill.	J. W. Baker	Burglary	4.50		1.10	90	Dismissed; money recovered.
McLeanville, N. C.	J. C. Browning	do.	1.85		1.85	90	Dismissed; money recovered.
McMinn, Pa.	A. A. Shaler	Fire					Dismissed; money recovered.
Macon, Miss.	J. Stevens	Burglary	25.54		45		Dismissed; money recovered.
Madison, N. C.	N. B. Lewis	do.	197.80		106.85	488.90	Dismissed; money recovered.
Maddox, Ohio	H. Hook	Fire	(a)				Dismissed; money recovered.
Magnet, Ark.	G. A. Chamberlain.	do.					Dismissed; money recovered.
Mahomet, Ill.	L. Ford	do.	5.90	(a)	5.90	24.11	Dismissed; money recovered.
Mahon, Miss.	J. R. Mahon	Mice	1.48			1.48	Dismissed; money recovered.
Mainville, Pa.	J. Ketter	Burglary	78.76			78.76	Dismissed; money recovered.
Mallard, Ill.	C. H. Bolt	do.	37.23			37.23	Dismissed; money recovered.
Maltmore, Cal.	J. J. Bengger	Fire	17.08		20.00	10.72	Dismissed; money recovered.
Malvern, Ill.	G. W. Platt	In transit.					Dismissed; money recovered.
Manawa, Wis.	C. D. Dick	Burglary	146.35		16.20	145.35	Dismissed; money recovered.
Manor, Pa.	J. P. Wilson	do.	4.75		4.92	375.66	Dismissed; money recovered.

o Failure to remit in compliance with instructions.

b Negligence of postmaster.

c Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Marceline, Mo.	J. Whiteman	Burglary	\$153.49	\$7.99	\$147.78	\$134.48		\$147.78	
March, Wis.	N. A. Batcheller	Fire	(a)	(a)		42.76	\$10.27		
March, Ill.	G. M. Factor	do		6.51			6.51		Disallowed; loss was of private property.
Marganna, Va.	L. G. Johnson	do		44.94					Disallowed. ^b
Marietta, Ill.	C. B. Rutledge	Burglary			29.98				Dismissed; money recovered.
Marion, N. Y.	T. Geer	do		21.14			21.14		
Market Lake, Idaho	C. L. Harwood	In transit			117.00				
Martin, Colo.	S. Martin	Fire	1.00	84.00			17.38		
Martin, Mich.	J. C. Campbell	Burglary	3.40	116.93			116.93		
Martins Ferry, Ohio	G. G. Sedgwick	do		42.83		.75	42.83		
Masey, Tex.	W. R. Gibson	Fire	1.50	(a)			206.31		
Matlock, Ga.	C. S. Grace	do		(a)		6.80	13.60		
Mauchunk, Iowa	E. E. Elsworth	do		14.90			14.90		
Mayfield, Ga.	J. M. Reynolds	Burglary	12.45	63	20.80				Disallowed. ^b
Maynard, Mass.	W. R. Hall	do	1.74	1,188.55		1.74	1,166.77		
Mayton, Ill.	J. K. P. White	Fire	(a)	(a)			39.12		Do. ^b
Mears, Mich.	E. E. Allen	Burglary	1.02	91					Do. ^b
Mecca, Ind.	W. A. Wood	do		104.05					Disallowed; no proof of loss.
Mechanicsburg, Ind.	D. Rent	Fire		6.31					
Mechanicsburg, Pa.	J. S. Weaver	do		946.31			941.29		
Mechanicsville, Iowa	W. L. Comstock	Burglary		18.41			63.13		
Medfield, Mass.	H. J. Dunn	do	13.77	63.13	1.10	13.77	14.50		
Melle, Minn.	P. J. Rosso	do		14.50			83.82		
Menla, Va.	J. T. Robertson	Fire		(a)					Disallowed. ^b
Merced, Pa.	C. Clawson	Burglary	8.25	89.45			39.48		
Mercur, Utah	R. W. Watt	Fire		27.67	26.12	169.75	27.47	26.12	
Meridian, Idaho	S. M. C. Reynolds	Burglary	169.55	6.15					Disallowed; no proof of loss.
Merrifield, N. Dak.	H. K. Leen	Storm		481.24	63.57	142.91	481.24	63.57	
Meruchen, N. J.	E. Burroughs	Burglary	103.31	469.98		275.03	469.98		
Miami, Mo.	J. M. Null	do	275.03	163.47			163.47		
Middlebrook, Mo.	W. Trauernicht	do		7.38					Disallowed. ^b
Middlesex, Vt.	C. C. Ward	do		96.99	35.12	29.31	96.99	35.12	
Middletown, Pa.	E. K. Demmy	do	29.31	33.53					Do. ^b
Midland City, Ill.	J. M. Jones	do	2.00	(a)					Dismissed; money recovered.
Mifflinville, Pa.	J. W. Cressy	do			79.40	5.03	124.38	79.40	
Millburn, Ill.	R. Pantall	In transit			10.00				
Millbridge, Me.	H. A. Wallace	Burglary		23.11			23.00		
Millersburg, Ky.	R. B. Bouden	do	8.67	110.46	12.91	8.67	110.46	12.91	
Millpoint, Tenn.	J. J. Holt	do	2.89	13.68		2.89	13.68		
Milltown, Ind.	E. Dalley	do		228.12					Disallowed. ^b
Millwaukee, Oreg.	O. Wisinger	do	38.60		112.79			112.79	
Minooka, Ill.	C. F. Dirst	do		8.04			8.04		

Mission San Jose, Cal. Do.	8. Ehrman.	do.	do.	210.81 (a)	104.99	210.81	108.09
Mohenecho, Va.	R. J. Hobson	do.	Fire	(a)	22.48	210.81	
Moore, Iowa	H. A. Perrin	Burglary	do.	21.09	2.70	96.98	
Monmouth, Ind.	L. Fetherhof	Fire	do.	(a)	11.10	21.09	
Monterey, Cal.	P. O. Buell	Burglary	do.	182.17	0.05	11.84	
Montgomery, N. C.	H. L. McKee	Fire	do.	12.31	8.56	11.84	
Montpelier, Idaho	J. L. Underwood	Burglary	do.	182.81	65.70		
Montpelier, N. C.	W. O. Cochran	Fire	do.	(a)	1.47	15.82	
Montreal, Ark.	J. H. Shaw	do.	do.	18.04	391.49	18.04	804.02
Morenci, Ariz.	H. S. Van Gorder	Burglary	do.	498.31	304.02	498.31	
Morgan, Mo.	H. D. Hilton	Fire	do.	81.00		81.87	
Morland, Kans.	G. W. Collins	Burglary	do.	88.82	14.40	84.82	
Mosby, Va.	A. B. Sealock	Fire	do.	(a)		88.22	
Moderown, Pa.	G. B. Lilley	do.	do.	102.40		88.01	
Moseyrock, Wash.	B. Peters	Burglary	do.	57.85			
Mountainville, N. Y.	W. T. Hand	do.	do.	99.76	20.00	99.76	42.77
Mountainview, Cal.	G. G. Taylor	do.	do.	769.98	80.56	769.98	96.25
Mount Juliet, Tenn.	H. C. Peach	do.	do.	52.69	34.71	52.69	52.69
Mount Olive, Miss.	J. R. Stewart	do.	do.	16.13		16.13	
Mount Pleasant, Ark.	W. J. Woodson	Fire	do.	265.54		265.54	
Mount Washington, Mass.	G. H. Derby	Burglary	do.	4.61		26.01	
Mouth of Wilson, Va.	Y. M. Parsons	do.	do.	23.81		22.81	
Mulberry, Tex.	J. M. Davidson	Fire	do.	7.00	7.00	14.17	
Mulhall, Okla.	J. E. Woolsey	Burglary	do.	184.87	184.87	184.87	47.06
Mullinsville, Ky.	D. A. Leonard	Fire	do.	17.15	17.15	108.08	
Murray Utah.	D. A. Gaster	In transit	do.	(a)	230.00		
M7, Miss.	H. C. Graves	Burglary	do.	2.97			
Myrtle Cal.	E. A. Russell	In transit	do.	4.82	2.97		
Myrtle, Ga.	E. A. Dozier	Fire	do.	4.82		4.82	
Nantatala, Ala.	J. E. Leonard	In transit	do.	88.16		88.16	
Napoleon, Mich.	J. E. Leonard	Burglary	do.	(a)		16.05	
Natrona, Ill.	E. Agrestone	Fire	do.	5.47			
Naylor, Ark.	E. Brady	Burglary	do.	188.25	55.82	188.25	44.87
Naylor, Ga.	E. E. Mitchell	Fire	do.	6.73	6.73	61.90	
Needmore, Mo.	E. B. Moore	Burglary	do.	184.27			
Nelson, Ga.	E. Dewar	do.	do.	2.96		43.65	
Neva, Mo.	E. E. Parish	Fire	do.	(a)			
New Alexandria, Pa.	E. Cook	Burglary	do.	40.77		4.01	
Newark, N. J.	C. E. Viall	do.	do.	4.01			
New Baden, Wash.	C. E. Reinhardt	Burglary	do.	28.45	28.45	1,476.19	17.81
New Baden, Ill.	C. M. McDaniel	do.	do.	22.85	270.31	254.51	7.81
New Brighton, Pa.	J. P. Gray	do.	do.	275.31		89.00	
Newcastle, Ky.	P. H. Corwin	In transit	do.	195.00		14.39	
Newark, N. Y.	G. H. Rantck	Burglary	do.	39.91	39.91	68.58	
New Holland, Pa.	D. E. Kera	Fire	do.	68.98		19.40	
Newland, La.	J. F. McCaskey	Fire	do.	549.69	27.28	511.19	
New Martinsville, W. Va.	J. F. McCaskey	Burglary	do.	27.28	147.28	295.07	26.46
Newport, Me.	A. C. Bradbury	do.	do.	147.28		27.62	
Newport, Va.	F. C. Payne	Fire	do.	27.54		26.41	
Newsome, Tex.	J. M. Newsome	Burglary	do.	14.88		26.41	

^a Negligence of postmaster.

^a Unknown.

Do. b
Greater part of the money stolen was recovered.

Disallowed. b

Disallowed; money recovered.
Disallowed. b

Disallowed; money recovered.

Disallowed. b

Part of stamps recovered.
Disallowed. b

Do. b

Part of funds recovered.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Newton, Ind. T.	W. T. Meaders	Fire	\$18.63	\$64.41		\$64.41			Disallowed. ^b
Do.	do.	Burglary							Do. ^b
Newton Center, Mass.	G. H. Morgan	Fire	10.52	10.52			\$10.52		
Niagara, Ky.	H. N. Porter	Burglary	10.30	10.30					
Nichols, Iowa	J. E. Hesser	Fire	50.76			50.76			
Nicollette, W. Va.	G. A. Ecker	Fire		(^a)	\$0.29		64.96		Do. ^b
Niles, Mich.	E. S. Williams.	Burglary	3.74	21.60					
Nixa, Mo.	J. J. Fought.	Fire	10.40	113.42		40	113.42		
North, Oia.	H. W. Steer	Fire	10.00	52.56		9.44	30.90	\$85.16	
North Birmingham, Ala.	J. M. Smith	Burglary	52.88	10.64	85.16	51.21	11.35	8.15	
North Carrollton, Miss.	F. E. Gaylord	Fire	10.79	193.56	8.15	10.79	193.56	35.47	
North Collins, N. Y.	F. L. Gibson.	Burglary	59.88	673.37	35.47	59.78	673.47		
North Carrollton, Miss.	L. B. Crockett.	Fire	33.43	23.02		3.66	6.75		
North Easton, Mass.	L. B. Hughes	Burglary	12.39			12.39	29.02		
North Hampton, Ohio	D. M. Brown	Fire	1.32			1.32		3.75	Do. ^c
North Orwell, Va.	G. T. Johnson	do			3.75				
North Valley, Wis.	W. M. Adams	do	20.00	673.97	42.90	19.70	673.11	42.90	
North Wales, Pa.	N. D. Hall	In transit.	7.48	(^a)			41.63		
Oakfield, Ga.	J. A. Hunter	Burglary							Do. ^b
Oakmont, Pa.	A. H. Matheny	Fire		336.41	43.92		335.41	18.45	
Oakton, N. Va.	L. E. Osborn	Burglary	2.00		13.45	2.00			
Oceanpark, Cal.	L. E. Osborn	do	40.59		271.00				
Odenac, Kans.	D. Pierson	do	4.83						Disallowed; no proof of loss.
Ogden Center, Mich.	J. H. Littlefield	do	19.78						Disallowed. ^b
Ogunkit, Me.	do.	do							Do. ^b
Okla., Ark.	W. M. Bennett	Fire	33.52	33.52			33.52		Do. ^b
Okla., Ark.	C. W. Sherwood	Burglary	48.91	23.97	77.05	48.91	20.97	77.05	
Do.	W. G. Robbs	do	42.96	2.11	141.67	42.96	3.21	141.67	
Oldford, Pa.	P. J. Ige	do		85.48			85.48		
Oliver, Pa.	L. Boley	Fire		(^a)			34.79		Do. ^b
Oliver, Ky.	L. C. Wilson	Burglary	84.79	39.50			8.91	195.06	
Oliver, Ill.	W. W. Handy	Fire	11.21						Do. ^b
Omaha, Neb.	W. V. Taylor	Larceny	69.59		195.06	69.59			
Ona, Fla.	J. Crow	Burglary	9.40	28.77			28.77		Do. ^b
Onaway, Mich.	M. Whidden	Fire	13.38	8.11		13.38	8.67		
Orange, Mo.	Z. Galloway	Burglary	20.00						Withdrawn.
Orfordville, N. H.	M. H. Randall	Larceny							

Orion, Mich	O. H. P. Green	Fire	31.75	57.31	29.92	31.75	57.31	29.92	31.75	57.31	Disallowed, b
Oriando, Me	J. Ames	Burglary	10.18	10.18	9.30	10.18	10.18	9.30	10.18	10.18	Disallowed, b
Oriando, Fla	W. R. O'Neal	do	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	Disallowed, b
Orrum, N. C.	J. H. Ogle	do	11.77	11.77	2.81	11.77	11.77	2.81	11.77	11.77	Disallowed, b
Orrum, N. C.	J. R. Lawson	Burglary	2.71	2.71	2.81	2.71	2.71	2.81	2.71	2.71	Disallowed, b
Orrville, Ga.	J. D. Orr	Fire	4.12	4.12	2.81	4.12	4.12	2.81	4.12	4.12	Disallowed, b
Osage, Minn	F. B. Lucas	In transit	60.00	60.00	2.81	60.00	60.00	2.81	60.00	60.00	Disallowed, b
Osage, Tex.	M. J. Sedler	do	65.00	65.00	2.81	65.00	65.00	2.81	65.00	65.00	Disallowed, b
Ossuna, Ind. T	C. F. Harper	Burglary	2.55	2.55	8.56	2.55	2.55	8.56	2.55	2.55	Disallowed, b
Osgood, W. Va	W. C. McElroy	In transit	15.16	15.16	2.55	15.16	15.16	2.55	15.16	15.16	Disallowed, b
Osterburg, Pa.	S. B. Shafer	Fire	(a)	(a)	2.55	(a)	(a)	2.55	(a)	(a)	Disallowed, b
Oval City, Ohio	S. B. Rinnon	do	77.19	77.19	2.55	77.19	77.19	2.55	77.19	77.19	Disallowed, b
Owens, Ariz	N. C. Cornwall	In transit	33.04	33.04	2.55	33.04	33.04	2.55	33.04	33.04	Disallowed, b
Palmy, Ark	V. Conn	Burglary	110.40	110.40	2.55	110.40	110.40	2.55	110.40	110.40	Disallowed, b
Palouse, Wash	G. N. Lamphere	do	371.06	371.06	2.55	371.06	371.06	2.55	371.06	371.06	Disallowed, b
Pardee, Pa.	E. L. Fier	Fire	143.10	143.10	2.55	143.10	143.10	2.55	143.10	143.10	Disallowed, b
Paria, Idaho	O. H. Ferguson	Burglary	118.17	118.17	2.55	118.17	118.17	2.55	118.17	118.17	Disallowed, b
Parsonsburg, Iowa	J. Bird	Fire	143.10	143.10	2.55	143.10	143.10	2.55	143.10	143.10	Disallowed, b
Parsons, N. J.	G. W. Pollitt	Burglary	179.36	179.36	2.55	179.36	179.36	2.55	179.36	179.36	Disallowed, b
Do	do	do	18.45	18.45	2.55	18.45	18.45	2.55	18.45	18.45	Disallowed, b
Patten, Me	J. P. Sheser	In transit	12.20	12.20	2.55	12.20	12.20	2.55	12.20	12.20	Disallowed, b
Pavlin, Pa.	G. W. Shafer	do	42.28	42.28	2.55	42.28	42.28	2.55	42.28	42.28	Disallowed, b
Do	do	do	8.20	8.20	2.55	8.20	8.20	2.55	8.20	8.20	Disallowed, b
Pawnee Rock, Kans	O. A. Francis	Burglary	8.09	8.09	2.55	8.09	8.09	2.55	8.09	8.09	Disallowed, b
Pawnee Station, Kans	M. F. Morrison	do	322.27	322.27	2.55	322.27	322.27	2.55	322.27	322.27	Disallowed, b
Paypa, W. Ind. T	M. T. Watts	do	188.76	188.76	2.55	188.76	188.76	2.55	188.76	188.76	Disallowed, b
Payne, Tex.	R. T. Jenkins	Fire	27.46	27.46	2.55	27.46	27.46	2.55	27.46	27.46	Disallowed, b
Peacock, Fla	P. H. Jenkins	do	15.21	15.21	2.55	15.21	15.21	2.55	15.21	15.21	Disallowed, b
Peaster, Tex	W. H. Vardeman	Burglary	18.45	18.45	2.55	18.45	18.45	2.55	18.45	18.45	Disallowed, b
Pedding, Ind	C. Bartholomew	Fire	8.20	8.20	2.55	8.20	8.20	2.55	8.20	8.20	Disallowed, b
Pedigo, Ind.	C. Bartholomew	do	8.09	8.09	2.55	8.09	8.09	2.55	8.09	8.09	Disallowed, b
Pedricktown, N. J	H. T. Jacobs, Jr	Burglary	322.27	322.27	2.55	322.27	322.27	2.55	322.27	322.27	Disallowed, b
Pedler, N. C.	H. M. Green	Fire	27.46	27.46	2.55	27.46	27.46	2.55	27.46	27.46	Disallowed, b
Pelham, N. Y.	R. Peter	do	15.21	15.21	2.55	15.21	15.21	2.55	15.21	15.21	Disallowed, b
Pellam, Wis	S. F. Seaman	do	11.26	11.26	2.55	11.26	11.26	2.55	11.26	11.26	Disallowed, b
Pembroke, Ky	W. B. Stevens	Burglary	11.26	11.26	2.55	11.26	11.26	2.55	11.26	11.26	Disallowed, b
Pennick, Ga	P. A. Groskopf	do	11.26	11.26	2.55	11.26	11.26	2.55	11.26	11.26	Disallowed, b
Pennington, Ga	C. E. Mann	Fire	114.08	114.08	2.55	114.08	114.08	2.55	114.08	114.08	Disallowed, b
Perkins, Cal	D. Mann	do	24.70	24.70	2.55	24.70	24.70	2.55	24.70	24.70	Disallowed, b
Ferry, N. Y.	W. B. Pennington	Burglary	98.55	98.55	2.55	98.55	98.55	2.55	98.55	98.55	Disallowed, b
Ferry, N. Y.	J. A. Perkins	do	19.37	19.37	2.55	19.37	19.37	2.55	19.37	19.37	Disallowed, b
Ferris, N. Y.	C. L. Codd	Fire	20.00	20.00	2.55	20.00	20.00	2.55	20.00	20.00	Disallowed, b
Ferris, N. Y.	G. P. Dusan	do	24.70	24.70	2.55	24.70	24.70	2.55	24.70	24.70	Disallowed, b
Ferris, N. Y.	J. W. Thompson	Burglary	242.11	242.11	2.55	242.11	242.11	2.55	242.11	242.11	Disallowed, b
Ferris, N. Y.	A. H. Thompson	Fire	8.09	8.09	2.55	8.09	8.09	2.55	8.09	8.09	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	6.62	6.62	2.55	6.62	6.62	2.55	6.62	6.62	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	Fire	90.00	90.00	2.55	90.00	90.00	2.55	90.00	90.00	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	Burglary	186.26	186.26	2.55	186.26	186.26	2.55	186.26	186.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	111.56	111.56	2.55	111.56	111.56	2.55	111.56	111.56	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	59.58	59.58	2.55	59.58	59.58	2.55	59.58	59.58	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55	25.83	25.83	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	30.31	30.31	2.55	30.31	30.31	2.55	30.31	30.31	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	109.26	109.26	2.55	109.26	109.26	2.55	109.26	109.26	Disallowed, b
Ferris, N. Y.	H. C. Lathrop	do	25.83	25.83	2.55	25.83	25.83	2.55			

Quarry, Iowa.....	H. E. Roark.....	Robbery.....	73.64	339.57	73.64	Do. b	Dismissed; money recovered.
Quilman, Ga.....	R. A. Griffin.....	In transit.....	35.47	339.57	73.64	Do. b	Dismissed; money recovered.
Rabun Gap, Ga.....	H. A. Keener.....	Burglary.....	2.78	2.78	2.78	Do. b	Dismissed; money recovered.
Rains, Ala.....	J. P. Rains.....	Fire.....	12.00	2.86	12.00	Do. b	Dismissed; money recovered.
Rankins Depot, Tenn.....	J. H. Redwine.....	In transit.....	73.61	2.86	12.00	Do. b	Dismissed; money recovered.
Redan, Ga.....	M. A. Wallborn.....	Burglary.....	5.00	2.86	12.00	Do. b	Dismissed; money recovered.
Red Bluff, Va.....	S. C. Bradley.....	do.....	5.00	2.86	12.00	Do. b	Dismissed; money recovered.
Redding Ridge, Conn.....	E. P. Shaw, acting.....	Fire.....	51.00	2.86	12.00	Do. b	Dismissed; money recovered.
Redington, Neb.....	G. D. White.....	In transit.....	1.00	2.86	12.00	Do. b	Dismissed; money recovered.
Redmoon, Okla.....	G. E. Shufeldt.....	Burglary.....	25.00	2.86	12.00	Do. b	Dismissed; money recovered.
Red Oak, Ind. T.....	W. T. Maddux.....	Fire.....	59.14	2.86	12.00	Do. b	Dismissed; money recovered.
Redrock, Okla.....	B. F. Swartz.....	Robbery.....	(a)	2.86	12.00	Do. b	Dismissed; money recovered.
Redrun, Pa.....	J. H. Brandle.....	Fire.....	1,427.02	2.86	12.00	Do. b	Dismissed; money recovered.
Reedley, Cal.....	F. S. Knauer.....	do.....	192.22	2.86	12.00	Do. b	Dismissed; money recovered.
Reedburg, Wis.....	J. Kellogg.....	Burglary.....	54.72	2.86	12.00	Do. b	Dismissed; money recovered.
Reelsville, Ind.....	C. R. Knight.....	Fire.....	27.10	2.86	12.00	Do. b	Dismissed; money recovered.
Relle, Mo.....	L. L. Freeman.....	do.....	24.57	2.86	12.00	Do. b	Dismissed; money recovered.
Remerton, Ga.....	W. V. Blalock.....	Burglary.....	4.09	2.86	12.00	Do. b	Dismissed; money recovered.
Renno, S. C.....	J. W. C. Bell.....	do.....	66.00	2.86	12.00	Do. b	Dismissed; money recovered.
Reynolds, N. Mex.....	F. Martinez.....	Robbery.....	3.50	2.86	12.00	Do. b	Dismissed; money recovered.
Reynolds, Tex.....	J. L. McKinley.....	Burglary.....	33.00	2.86	12.00	Do. b	Dismissed; money recovered.
Rezok, S. Dak.....	E. Rezok.....	Storm.....	18.80	2.86	12.00	Do. b	Dismissed; money recovered.
Rib Lake, Wis.....	D. McLennan.....	In transit.....	33.39	2.86	12.00	Do. b	Dismissed; money recovered.
Riceville, Iowa.....	P. M. Moehner.....	Fire.....	70.66	2.86	12.00	Do. b	Dismissed; money recovered.
Rich, Miss.....	W. T. Birdsong.....	do.....	116.46	2.86	12.00	Do. b	Dismissed; money recovered.
Richardson, Wis.....	N. P. Swanson.....	do.....	37.17	2.86	12.00	Do. b	Dismissed; money recovered.
Richmond, Ark.....	J. T. Butler.....	Burglary.....	80.49	2.86	12.00	Do. b	Dismissed; money recovered.
Riderville, Ala.....	N. H. Rider.....	Fire.....	129.00	2.86	12.00	Do. b	Dismissed; money recovered.
Ridgetop, Tenn.....	H. S. Morris.....	Burglary.....	25.00	2.86	12.00	Do. b	Dismissed; money recovered.
Rifle, Colo.....	L. Burch.....	Fire.....	13.90	2.86	12.00	Do. b	Dismissed; money recovered.
Ringwood, Okla.....	F. Orendorf.....	Burglary.....	87.96	2.86	12.00	Do. b	Dismissed; money recovered.
Rising, Ill.....	G. F. Hyde.....	do.....	662.78	2.86	12.00	Do. b	Dismissed; money recovered.
Ritchie, Mich.....	R. T. Hastings.....	Flood.....	75.00	2.86	12.00	Do. b	Dismissed; money recovered.
Riversburg, Tenn.....	J. S. Hart.....	Burglary.....	118.77	2.86	12.00	Do. b	Dismissed; money recovered.
Robert, Ky.....	E. S. Aull.....	In transit.....	32.46	2.86	12.00	Do. b	Dismissed; money recovered.
Robert Lee, Tex.....	H. H. Pearce.....	do.....	42.74	2.86	12.00	Do. b	Dismissed; money recovered.
Robinson, Colo.....	C. M. Nicholson.....	Robbery.....	109.38	2.86	12.00	Do. b	Dismissed; money recovered.
Rochester, Cal.....	M. E. Smith.....	Burglary.....	116.96	2.86	12.00	Do. b	Dismissed; money recovered.
Rock Creek, Ohio.....	A. M. Barker.....	do.....	27.69	2.86	12.00	Do. b	Dismissed; money recovered.
Rockdale, Tex.....	E. J. M. Hopkins.....	do.....	22.99	2.86	12.00	Do. b	Dismissed; money recovered.
Rockland, Ohio.....	J. B. Mawhinney.....	do.....	422.45	2.86	12.00	Do. b	Dismissed; money recovered.
Rockville, R. I.....	T. A. Hall.....	do.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Rocky, Okla.....	W. F. Schultz.....	do.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Rockyford, Colo.....	S. H. Young.....	do.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Roff, Ind. T.....	L. M. Merritt.....	do.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Rogers Prairie, Tex.....	D. C. Hill.....	In transit.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Rolla, Va.....	J. Sutton.....	Fire.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Romulus, Okla.....	F. M. Harbert.....	Burglary.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Rosa, La.....	A. Cobsman.....	Fire.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.
Roseoe, N. Y.....	W. W. Gregory.....	Burglary.....	88.98	2.86	12.00	Do. b	Dismissed; money recovered.

a Unknown.

b Negligence of postmaster.

c Failure to remit in compliance with instructions.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Roeburg, Ky.....	J. H. Hester.....	Burglary.....	\$31.61	\$6.00	\$78.00	\$31.61	\$141.64	\$78.00	Disallowed; no proof of burglary.
Rosemont, Pa.....	H. S. Stillwagon.....	do.....	141.54						
Roseville, Ohio.....	T. N. Sowers.....	do.....	158.44		11.80	71.76	144.81	11.80	
Roseton, Wis.....	W. Groves.....	do.....	15.10	68.16		15.10	69.16		
Rosville, S. C.....	B. A. Ragdale.....	Fire.....	(a)						
Roswell, Ga.....	A. Wood.....	Burglary.....	162.27	260.19	69.33	162.27	290.19	69.37	
Roulette, Pa.....	L. L. Fessenden.....	Fire.....	10.00				10.00		
Rowayton, Conn.....	G. W. Bryan.....	Burglary.....	8.20	58.89		8.20	58.89		
Rowlesville, Ohio.....	G. L. Spiers.....	Fire.....	26.01				9.29		
Royalton, Vt.....	G. A. Laird.....	Burglary.....	14.80	186.41	15.81	14.80	186.41	15.81	
Royston, Ga.....	E. C. Owens.....	do.....	31.62	17.13	20.21	31.62	13.62	18.26	
Rush Center, Kans.....	J. A. Russell.....	do.....	1.30		.55	1.30		.55	
Rush Creek, Ohio.....	W. A. Hall.....	Fire.....	(a)				122.76		
St. Croix, Ind.....	H. Judge.....	do.....	26.00				17.62		Disallowed. b
St. George, Utah.....	S. Judd.....	Burglary.....	1,469.70	9.36	50.00	1,469.70		50.00	
St. Louis, Mo.....	F. W. Baumhoff.....	In transit.....	185.31	1,896.37	282.59	184.97	1,887.02	282.59	
St. Mary, Pa.....	J. C. Koch.....	Burglary.....	4.00						Disallowed; loss not proved.
St. Petersburg, Pa.....	E. H. Bissell.....	do.....		3.00					Disallowed. b
Sabinville, Pa.....	C. B. Gee.....	do.....	9.68			9.68			
Saddle River, N. J.....	J. G. De Baun.....	do.....	48.92		38.76			23.45	
Saffordville, Kans.....	B. M. Garth.....	do.....	13.74	162.19	15.78	13.74	162.19	15.78	
Salem, N. Y.....	R. A. Crulshank.....	do.....			479.00			479.00	
Salinas, P. R.....	G. De Clinton.....	In transit.....			86.00			86.00	
do.....	do.....	do.....					6.39		
Salmon, Oreg.....	R. W. Parker.....	Fire.....	6.39						Disallowed; no proof as to amount of loss.
Sams, Ky.....	E. King.....	Mice.....	5.12						Disallowed. b
Sandridge, Ala.....	H. R. Williamson.....	Burglary.....	6.87	2.00					Do. b
San Gabriel, Cal.....	J. A. Myers.....	do.....	6.50						Do. b
Sanitarium, Cal.....	L. M. Bowen.....	do.....	81.22	20.00					Do. b
Santa Paula, Cal.....	H. H. Younken.....	do.....	55.62	1,061.19	102.42	56.62	1,050.19	102.42	
Santo, Tex.....	T. C. Brannon.....	do.....	44.58	106.99	27.24	44.58	105.99	27.24	
Sapona, N. C.....	M. W. Barber.....	Fire.....	(a)						
Sapulpa, Ind. T.....	J. N. Barless.....	Burglary.....	24.49	859.03		24.49	859.03		
Saraland, Ala.....	C. J. De Witt.....	Fire.....	67.79	1,192.35	6.00		93.61	6.00	Do. b
Saratoga Springs, N. Y.....	W. B. French.....	do.....		4.00			4.00		Do. b
Sardinia, N. Y.....	M. H. Fletcher.....	Storm.....	3.12						Do. b
Sargenta, Ohio.....	H. J. Du Bois.....	Burglary.....	8.91				93.91		Do. b
Sawtelle, Cal.....	T. R. Gabel.....	do.....	17.04						Do. b
Sayreville, N. J.....	C. E. Gidmoleave.....	do.....	5.67						Do. b
Schriever, La.....	J. T. Moore, Jr.....	do.....	.50						
Scioto, Ohio.....	J. Eckhart.....	do.....	32.23	56.56			56.56		
Scotts Station, Ky.....	G. W. Glass.....	Fire.....	(a)				85.62		

Scottsbluff, Cal.	A. Brilliant.	do	29.86	1.80	9.47	9.47	1.80	55.56	Part of funds stolen should have been deposited.
Seale, Tex.	G. R. Gazeaway	do	37.71	20.00	57.71	57.71	55.56		
Seattle, Wash.	G. M. Stewart	Burglary	56.52	1.80	58.32	58.32	55.56		
Seaside, Ky.	S. A. Gallimore	Fire	140.44	1.80	142.24	142.24	55.56		
Selma, Ind.	S. J. Shroyer	Burglary	108.06	67.02	175.08	175.08	55.56		
Selma, S. C.	J. K. Haldwanger	Fire	21.27	5.00	26.27	26.27	5.00		Dismissed; money reached depository.
Selma, Mo.	W. F. Fraser	do	(a)	62.00	62.00	62.00	5.00		
Shalotte, N. C.	S. E. White	In transit	108.06	1.50	109.56	109.56	1.50		Dismissed; no proof of loss.
Shelby, Tenn.	G. Schofield	Fire	20.99	5.76	26.75	26.75	5.76		
Shelby, Idaho	W. R. Jones	In transit	(a)	5.85	5.85	5.85	5.85		
do	do	Fire	(a)	3.97	3.97	3.97	3.97		
Shelly, Minn.	S. S. Moen	do	10.24	1.50	11.74	11.74	1.50		
Sheridan, Cal.	J. E. Hinnman	Burglary	108.51	1.50	110.01	110.01	1.50		
Shipman, Ill.	V. L. Travers	do	2.33	5.76	8.09	8.09	5.76		
Shirley, Ill.	J. L. Douglas	do	20.99	5.85	26.84	26.84	5.85		
Shore, Tenn.	J. L. White	Fire	(a)	5.85	5.85	5.85	5.85		
Silvana, Wash.	W. E. Harries	do	9.56	3.97	13.53	13.53	3.97		
Simmons, Va.	I. D. Rathbun	Burglary	(a)	3.97	3.97	3.97	3.97		
Simpson, Ill.	W. J. Trip	Fire	20.91	1.80	22.71	22.71	1.80		
Simpson, Kans.	W. E. Ellis	Burglary	19.75	68.76	88.51	88.51	68.76		
Sketook, Va.	M. E. Ellis	do	20.91	1.80	22.71	22.71	1.80		
Slaton, Tenn.	M. E. Ellis	Burglary	19.75	68.76	88.51	88.51	68.76		
Slater, Mo.	D. F. Hall	do	27.77	1.80	29.57	29.57	1.80		
Sligo, Pa.	J. T. Hagar	do	48.64	1.80	50.44	50.44	1.80		
Smart, Tenn.	J. W. Rine	do	48.64	1.80	50.44	50.44	1.80		
Smith, Nebr.	H. J. Anderson	Fire	48.64	1.80	50.44	50.44	1.80		
Smith, Del.	H. J. Anderson	do	48.64	1.80	50.44	50.44	1.80		
Smithfield, Ill.	J. J. Savva	do	21.27	1.80	23.07	23.07	1.80		
Snipes, Ohio	W. J. Wood	Burglary	22.26	1.80	24.06	24.06	1.80		
Snyder, Ohio	J. L. Minich	do	11.24	1.80	13.04	13.04	1.80		
Somerset, Ind.	R. F. Struback	do	4.86	1.80	6.66	6.66	1.80		
South, Ohio	W. G. Hann	do	10.00	4.84	14.84	14.84	4.84		
South, Ala.	A. B. Fossil	Fire	15.00	1.80	16.80	16.80	1.80		
South Britain, Conn.	C. W. Mitchell	Burglary	33.26	33.26	66.52	66.52	33.26		
South New Lyme, Ohio	A. Z. Morse	do	33.26	33.26	66.52	66.52	33.26		
South Pasadena, Cal.	R. B. Stephens	do	1.97	67.85	69.82	69.82	67.85		
South Rogers, Mich.	T. C. Hestley	Fire	649.18	29.59	678.77	678.77	29.59		
South Sugarboro, Vt.	J. H. Orris	do	(a)	41.00	41.00	41.00	41.00		
Spades, Ark.	V. H. Caldwell	Larceny	(a)	41.00	41.00	41.00	41.00		
Sparks, Nebr.	J. H. Seaw	Fire	(a)	41.00	41.00	41.00	41.00		
Speedville, N. Y.	F. N. Patch	do	97.86	2.00	99.86	99.86	2.00		
Spencer, Mass.	H. S. Tripp	Burglary	1,979.13	292.84	2,271.97	2,271.97	292.84		
Spencer, S. Dak.	J. McGrover	do	192.59	2.66	195.25	195.25	2.66		
Spout Spring, Ky.	J. H. Dawson	Fire	(a)	10.08	10.08	10.08	10.08		
Springfield, Ill.	L. E. Wheeler	Burglary	80.00	1.28	81.28	81.28	1.28		
Springfield, Tenn.	S. C. Chestnam	do	59.04	1.28	60.32	60.32	1.28		
Spring Grove, Va.	W. W. Baugh	Fire	56.21	(a)	56.21	56.21	(a)		
Spring Lake, N. Y.	D. E. White	Burglary	56.21	(a)	56.21	56.21	(a)		
Spring Valley, Iowa	M. Miller	Fire	56.21	(a)	56.21	56.21	(a)		
Spruceburg, Ky.	W. B. Sears	do	(a)	1.60	1.60	1.60	1.60		

^a Negligence of postmaster.

^a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Stanley, Ga.	C. Brigham	Fire	.....	(a)	\$13.06	.....	\$116.06	.....
Star City, Ark.	A. Boyd	do	.....	(a)	.....	.....	89.24	.....
Stark, Me.	W. M. Witham	Burglary	\$23.88	.....	.....	.....	.....	.....	Disallowed. ^b
Steeleville, Ill.	N. A. Jay	do	.....	\$134.13	.....	.....	134.13	.....
Stephensport, Ky.	R. A. Shellman	do	.....	125.63	.....	.....	125.63	.....
Stephensville, Tex.	W. H. Christian	do	.....	228.76	.....	.....	\$24.35	\$53.45	
Sterling, Ala.	C. B. Nuckols	Fire	55.78	.....	53.46	.....	39.80	.....
Siles, Iowa	J. H. Collins	do	.....	4.47	.....	.....	4.47	.....
Stillwell, Iowa	J. R. Warren	Burglary	105.80	291.68	10.02	106.80	291.68	10.02	
Stillwell, Iowa	G. L. Hildebrand	Fire	.....	(a)	.....	.....	40.74	.....
Stillwell, Kans.	E. K. Gibson	Burglary	33.06	90.58	31.71	33.06	90.58	31.71	
Stogner, Ga.	J. A. Warren	Fire	.....	(a)	.....	.....	26.51	.....
Sono, S. C.	A. C. Dayson	Burglary	28.43	.....	.....	8.82	.....	.....	Do. ^b
Strongtown, Ind. T.	F. V. Hildebrand	do	.....	1.50	.....	.....	.....	.....
Strongtown, Ill.	J. F. Mathis	do	.....	.....	89.83	12.15	420.02	98.83	
Sturgeon, Mo.	W. A. Seymour	Fire	12.15	420.02	27.00	9.50	194.06	27.00	
Stuttgart, Ark.	A. H. Sackland	Burglary	9.50	848.58	.....	167.12	743.76	124.58	
Success, Va.	T. J. Fritts	Fire	135.58	744.85	.....	.....	39.47	.....
Suez, Ill.	.....	Fire	.....	(a)	.....	.....	.....	.....	Do. ^b
Sugarfree, Mo.	E. T. Brauger	Burglary	3.00	5.00	.....	.....	.....	.....	Dismissed; money recovered.
Sumner, Va.	R. M. Rea	In transit	.....	.....	2.00	.....	.....	.....	Dismissed. ^b
Summersville, N. C.	C. C. Bryan	Fire	.....	11.00	.....	11.36	11.69	.....	Do. ^b
Summit, Va.	J. D. McWhirt	Burglary	18.04	.....	.....	.....	.....	.....
Sumner, Nebr.	O. W. Milhouse	do	21.13	98.51	17.29	.....	22.96	.....
Sumpter, Ky.	M. E. Marsh, acting	Fire	(a)	(a)	.....	1.75	12.42	.....
Sutherland, Va.	A. J. Sutherland	do	.....	12.29	.....	.....	.....	.....	Dismissed; money recovered.
Swan, Ind.	A. Cramer	In transit	.....	.....	60.00	.....	.....	.....
Swanders, Ohio	J. B. Wyatt	Burglary	6.42	52.44	.....	.....	50.10	4.00	
Sweet Chalybeate, Va.	C. B. Hunter	do	.....	4.00	.....	.....	.....	32.04	
Sweet Home, Tex.	F. G. Patton	do	.....	(a)	(a)	.....	.....	.....
Sycamore, Ga.	E. R. Smith	Fire	14.00	41.58	.....	.....	40.43	.....
Sylvan, Oreg.	K. E. Prince	Robbery	.....	40.00	.....	.....	.....	.....	Dismissed; money should have been deposited.
Syracuse, N. Y.	D. H. Bruce	Burglary	36.40	24.42	11.50	.....	.....	.....	Dismissed. ^b
Syria, Okla.	J. J. Abboud	Fire	(a)	(a)	.....	4.73	55.75	.....	Do. ^b
Talcott, W. Va.	J. Willey	Burglary	.....	11.08	.....	.....	.....	.....	Do. ^b
Tallafarro, Ga.	J. N. Tallafarro	do	23.23	43.13	.....	.....	.....	.....	Dismissed; loss not proved.
Tanoma, Pa.	J. H. Myers	Fire	.....	6.50	.....	.....	.....	.....
Tarter, Ky.	H. Tarter	do	(a)	(a)	.....	.....	24.57	.....
Taylorville, N. C.	J. D. Herman	Burglary	4.16	178.64	47.25	4.16	178.64	47.25	
Taylor Valley, N. Y.	C. E. Hawley	Fire	33.00	41.86	.....	.....	51.44	.....
Tazewell, Tenn.	J. C. Davis	Burglary	254.02	50.02	50.02	33.50	253.42	50.02	
Tazewell, Va.	W. G. Young	do	25.35	809.89	142.40	26.35	706.50	142.40	

Postmaster	Claim	(a)	(a)	(a)	70.13	13.98	70.62	Do.
Tabbetta, Mo.	Fire.				288.87		288.87	
Teller, Colo.	In transit.							
Templeton, Tex.	Fire.							
Terlton, Ota.	do							
Timothee, La.	Burglary	14.04				39.87		
Thermal City, N. C.	Fire			12.60		12.60		
Thomaston, Me.	Burglary	8.86				36.46		
Thomaston, N. Y.	do	187.24		30.17	19.80	80.08	19.80	
Thomaston, Ga.	do	5.09				167.24		
L. M. Farmer	do	20.68		30.88	89.94	90.88	89.94	
O. F. Pearson	In transit.				114.00		114.00	
Thunder, Ark.	Burglary	2.45						Disallowed; money should have been previously deposited.
J. W. Pilkington	In transit.				14.00			Disallowed. ^b
A. P. Shuford	Fire			14.00		14.00		
Todd, N. C.	Burglary	13.10			48.68	165.52	48.68	
J. F. Hufstetler	do	165.52				1,402.11		
Tolaboro, Ky.	do	1,402.11						
B. C. Grigby	Fire					51.91		
G. Graham	Burglary	15.00				64.48		
J. P. Wingfield	Fire					54.20		
T. L. Lottomus	Burglary	136.00		60.00	34.99	510.29	34.99	
T. E. Blackmore	Fire	8.75		244.54	8.74	244.54		
Tracy, Tex.	Burglary	6.88		42.49				
Trenton, Mich.	do				76.00			Do. ^b
Trenton, N. Y.	In transit.							Withdrawn.
W. G. Quinn	Burglary							Disallowed. ^b
H. F. Thompson	Fire			56.68				Disallowed; loss not proved.
H. C. Thompson	In transit.			3.17				
L. M. Russell	Burglary				68.00		68.00	
W. R. Mitchell	Fire				4.59		4.59	
R. F. Potts	Burglary					36.35		
W. T. Sewell	Fire					73.66		
M. Gay	Burglary							
A. Clark	Robbery	26.55				10.90		
C. A. Clark	Burglary							
Turner, Ariz.	Flood	9.20		13.80				
Turney, Tenn.	Burglary	6.55			25.72	40.00	25.72	
G. D. Woods	do	45.07				200.50		
G. D. Wood	do							
A. L. Dell	do	12.00		8.00				
C. Brown	do	9.57				9.57		
W. H. English	do	32.89				32.89		
A. Stone	do				87.36	49.47	87.36	
G. H. Hemstock	do			49.47				
C. Cash	do			4.99		5.11		
B. H. McElwee	do					35.02		
M. D. Townley	do	24.58		62.65	44.45		10.00	
E. B. Gragg	Fire	2.00				40.14		
H. Whitecotton	Burglary	8.40		206.18	38.45	206.18	31.84	
V. B. McManamy	Fire	44.17				2.61		
J. B. McManamy	Burglary	137.85			31.19	136.96	31.19	
M. Van Zandt	Fire					78.75		
W. R. Shaffer	Burglary	11.92		87.22	.17	87.22	.17	
J. D. Campbell	do							Disallowed. ^b
J. W. Gregory	Fire			10.00		21.13		
B. W. Goodwin	do					28.12		
C. M. Vibbert	Burglary			18.43				Do. ^b

^b Negligence of postmaster.^a Unknown.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General from July 1, 1902, to June 30, 1903—Continued.

Name of post-office.	Name of postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.	
Venus, Nebr.	A. G. Anson.	Fire	(a)			\$16.82	\$150.16	\$85.23	
Vernon, Ala.	O. D. Pennington.	Burglary	\$36.36		\$36.23	35.86	42.34		
Verona, N. J.	C. S. Simonson.	do	.96	\$42.84		.96	274.26		
Verona, Pa.	G. H. Moore.	do		274.62			54.09		
Verona, Tenn.	H. C. McQuiddy.	Fire	(a)		3.02	19.75	84.53	3.02	Disallowed. ^b
Vevay, Ind.	W. O. Prokman.	Burglary	19.75	84.53					
Vilonia, Ark.	G. Webb.	do	6.80	1.25					
Vina, Cal.	L. G. Parkhurst.	do		100.71			49.48		
do.	do.	do		4.00			4.00		
Vine Grove, Ky.	J. H. Reesor.	do	58.72	52.00	46.22	58.72	62.00	46.22	
Voltaire, N. Dak.	O. Ranum.	Fire		24			.84		
Wagoner, N. C.	J. H. Wagoner.	do		13.67					Do. ^b
Wake, Ark.	J. M. Miser.	Storm		18.15					Disallowed; credit allowed by Third Assistant Postmaster-General.
Waldo, Miss.	T. H. Hays.	In transit.		30.08	3.00		16.08	.46	Disallowed; money recovered.
Wales, Tenn.	C. S. Rogers.	Flood			.46				
Wales Center, N. Y.	J. D. Wooster.	Burglary	10.89			10.89			Disallowed. ^b
Wallace, Cal.	R. E. Huntington.	Fire		97.46				51.86	
Wallula, Wash.	C. F. Cummings.	Burglary	9.23	1.83	51.64	9.23			
Walnut Cove, N. C.	J. L. Voss.	do	8.15			8.15	49.10		
Walnut Springs, Tex.	R. H. Walton.	Fire		49.10			416.15		
Walpole, N. H.	E. C. Sparhawk.	Burglary	5.65	415.17		5.67	69.78	163.84	
Waterboro, S. C.	B. Levy.	do	99.80	70.20	163.84	99.80	170.09		
Wampum, Pa.	C. E. Fitch.	do		170.09					
Wares, S. C.	T. E. Ware.	In transit.	5.00						Disallowed; money recovered.
Warrens Corners, N. Y.	R. Buffham.	Fire		(a)			97.74		
Warrenville, Ill.	M. E. Morton.	Burglary		41.22			20.77		
Warwick, Okla.	J. S. Lindsey.	Fire	(a)	(a)			87.60		
Washington, La.	J. P. Plonsky.	do		(a)			207.57		
Washington, Minn.	P. J. Palmer.	do		(a)	45.00	10.08	28.24	73.96	Disallowed. ^b
Washington, Wash.	C. W. Cottrell.	Burglary	3.51		112.81				
Waukegan, Ill.	J. H. Short.	Fire		12.00		6.46	7.55		
Waxhaw, N. C.	L. L. Fincher.	do	200.13	78.33		37.74	90.83		
Wayland, N. C.	C. P. Addington.	Burglary	13.68	4.12		13.68	4.12		
Waynesport, N. Y.	R. A. McLeod.	Fire	30.35				30.81		
Waynesville, N. C.	J. E. Crymes.	Burglary	59.49	498.87	106.02	61.46	496.90	106.02	
Webster, Colo.	J. A. Lamphing.	Fire		3.60			3.62		
Wehrum, Pa.	C. R. Claghorn.	Burglary	53.51	104.12		58.51	104.12		
Welch, N. C.	A. M. Edwards.	Fire	(a)	22.71		13.50	26.69		
Welcome, Wis.	I. Thorn.	do		12.15	1.18		12.15	1.18	Do. ^b
Wellton, Ill.	H. C. Phares.	Burglary			10.00				
Wellington, Utah.	W. J. Tidwell.	do							

West Almond, N. Y.	In transit.	16.10	76.14	.....	68.09	.....	Dismissed; money recovered.
West Decatur, Pa.	Fire	.....	32.00	.....	40.00	.....	Disallowed; loss not proved.
Westerville, Ohio.	Burglary	7.90	40.00	.....	.....	.....	Do.
West Farmington, Ohio.	do.	.....	.....	5.00	.....	.....	Do.
West Jordan, Utah	In transit.	.....	.....	.....	.....	.....	Do.
West Topeka, Va.	Fire	(c)	(c)	.....	13.66	.....	Do.
Westville, S. C.	do.	2.76	(c)	.....	113.62	.....	Do.
Westville Center, N. Y.	do.	.....	.....	.....	2.76	.....	Do.
Whitaker, Ohio	do.	12.40	35.67	.....	13.20	.....	Do.
Whitaker, Tenn.	do.	.....	11.09	.....	8.82	.....	Do.
Whitechurch, N. Y.	do.	.....	1.68	.....	.....	.....	Do.
White Elm, Iowa.	do.	9.66	11.16	.....	9.66	.....	Do.
Whitefield, N. H.	Burglary	.....	201.91	.....	12.11	.....	Do.
Whiteoak Springs, Ill.	do.	.....	.....	.....	201.91	.....	Do.
Whiteplains, Ky.	Fire	(c)	38.11	.....	38.11	.....	Do.
Whiteside, Mo.	do.	.....	68.20	.....	68.20	.....	Do.
Whiteside, N. C.	do.	.....	64.91	.....	64.91	.....	Do.
Whitewater, N. Y.	Burglary	66.76	231.82	179.00	66.76	231.82	Disallowed. ^b
Whittier, Iowa	do.	.....	76.29	.....	.....	179.00	Disallowed; loss not proved.
Whittier, N. H.	do.	.....	.....	.....	.....	.....	Disallowed. ^b
Williams Mill, Pa.	Fire	.....	(c)	.....	.....	.....	Disallowed. ^b
Williamsport, Pa.	Burglary	.....	3.06	.....	.....	1.96	Disallowed. ^b
Williamstown, W. Va.	Larceny	500.00	8,500.00	.....	522.00	8,500.00	Disallowed. ^b
Williston, Minn.	Burglary	.....	411.60	.....	.....	.....	Disallowed. ^b
Williston, Wis.	Rats	.....	3.40	.....	.....	8.40	Disallowed. ^b
Wilson, N. Y.	Fire	(c)	(c)	.....	.....	85.00	Disallowed. ^b
Wilson, Wis.	do.	.....	26.17	.....	.....	64.92	Disallowed. ^b
Winchester, Ark.	Burglary	7.27	4.22	118.98	5.64	.....	Disallowed. ^b
Winchester, Idaho.	do.	.....	76.10	.....	.....	118.98	Disallowed. ^b
Winchester, N. H.	Fire	.....	3.58	.....	.....	.....	Disallowed. ^b
Windfall, Ind.	Burglary	7.18	23.97	.....	7.18	23.97	Disallowed. ^b
Windom, Kans.	do.	.....	.....	.....	.....	.....	Do. ^b
Winfield, Mo.	do.	112.10	160.61	33.40	23.00	160.61	Disallowed. ^b
Wingo, Ky.	do.	23.00	148.36	14.56	.....	148.36	Disallowed. ^b
Winn, Ga.	do.	.....	(c)	.....	.....	46.96	Disallowed. ^b
Winokur, Ga.	Fire	.....	10.93	.....	.....	10.93	Disallowed. ^b
Winona, W. Va.	In transit.	18.00	.....	.....	2.12	.....	Disallowed. ^b
Winoslow, Mo.	Burglary	.....	20.28	.....	.....	20.10	Disallowed. ^b
Winslow Mills, Me.	do.	2.12	58.96	.....	.....	.....	Disallowed. ^b
Wirt, Ind.	Fire	12.96	58.96	.....	.....	.....	Disallowed. ^b
Wolcottville, Ind.	Burglary	6.48	97.01	114.41	10.48	96.38	Disallowed. ^b
Wolfpoint, Mont.	do.	17.49	18.07	38.02	.....	.....	Do. ^b
Wood, Okla.	do.	.....	2.62	41.22	.....	.....	Do. ^b
Woodburn, Ky.	do.	.....	22.90	.....	.....	22.90	Disallowed. ^b
Wooddale, Pa.	Fire	.....	(c)	.....	.....	24.14	Disallowed. ^b
Woodford, N. C.	do.	.....	10.00	.....	.....	.....	Disallowed. ^b
Woodland, Pa.	Burglary	.....	306.60	.....	.....	283.83	Disallowed. ^b
Wood River, Neb.	do.	.....	141.66	.....	55.73	141.66	Disallowed. ^b
Woodstock, Ga.	do.	56.78	1.06	5.30	.....	1.06	Disallowed. ^b
Woodville, Ind. T.	do.	.....	81.25	.....	.....	77.03	Disallowed. ^b
Wrightville, Mo.	Fire	.....	.....	.....	.....	.....	Disallowed. ^b
Wyark, Ind. T.	Burglary	3.50	.....	.....	.....	22.49	Disallowed. ^b
	Fire	(a)	.....	.....	.....	.....	Disallowed. ^b

^b Negligence of postmaster.

^a Unknown.

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1903.



REPORT OF THE TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., October 21, 1903.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1903:

The topographer's work, in all its details, was prosecuted to the full extent of the means allowed. The office continued in the usual manner to furnish necessary geographical information to every branch of the postal service.

In the course of the year new post-route maps, mounted generally for racks, were placed throughout the Department proper to the number of 1,981. This distribution extended to all the offices of the Department, the Postmaster-General's office receiving 551 maps; the First Assistant's 303, the Second Assistant's 760; the Third Assistant's 54; the Fourth Assistant's 282, and the Auditor's 31. Among the constituent divisions using the maps of this distribution were those of free delivery, salary and allowance, railway adjustments, inspection, contracts, foreign mails, railway mail service, registered mails, and appointments.

The working diagrams required for the Department's daily reference received the usual attention from this office. These diagrams, 500 in number, are used constantly by the officers and clerks whose duties refer to the sites of post-offices and to the location and frequency of post routes. Every month the diagrams are brought from the Department building to this office, corrected by our draftsmen to include the latest authorized changes, and then returned with the least possible delay.

The postal service in the country at large, including the post-office inspectors, officers of the railway mail service, and postmasters, was supplied with the latest available maps in appropriate form (on rollers or otherwise), every requisition being carefully and promptly filled.

There was large demand outside the postal service for post-route maps; but in accordance with the practice, gratuitous distribution was restricted to the mapping offices of the Government, and, agreeably with prescribed schedule, to members and committees of Congress. All other outside requests were filled under the legal proviso authorizing the sale of copies, the proceeds therefrom for the fiscal year amounting to \$3,299.45.

Post-route maps were required and furnished as follows:

The postal service:	
Post-Office Department	1, 981
Railway mail service	5, 677
Special diagrams	20, 200
Post-office inspectors	303
Free-delivery system	191
Postmasters	1, 280
Director of posts	111
	<hr/> 29, 743
Miscellaneous	1, 790
Purchasers	2, 680
	<hr/> 34, 213
Total	34, 213

Of these, 4,515 were backed with muslin, mounted on rollers, bound in folio or pocket form.

The work of revising and issuing the published series of 40 post-route maps was performed in accordance with the usual specifications. These contemplate that all the base and color-printing stones shall be corrected monthly from maps prepared by our draftsmen, and that editions of the entire series shall be printed at quarterly intervals.

It was necessary during the year to renew certain of the post-route maps, either to incorporate the results of the latest surveys, or to secure improved printing surfaces. New maps were issued as follows, namely: Maine, Pennsylvania, Ohio, Indiana, North Carolina-South Carolina, Louisiana, Texas, and Alaska. The maps in progress of construction at the close of the year included those of Florida, Alabama, Michigan-Wisconsin, Illinois, Missouri, North Dakota, South Dakota, Kansas-Nebraska, Colorado, Utah, and New Mexico.

Communications pertaining to the topographer's business numbered 8,093 prepared and 7,286 received. Certificates of 281 distances, mostly for use in settlement of the accounts of military persons for mileage during the civil and Spanish wars, were requested by other departments and were promptly furnished.

I duly submitted my estimates for the force and expenses of the topographer's office, including the preparation and publication of the usual post-route maps, for the next fiscal year. More recently I called your attention to the advisability of including in those estimates an item to provide for post-route maps of another class which are needed by the rural free-delivery service, and which, according to decision of the Comptroller of the Treasury, September 18, 1903, should be prepared and published by the topographer's office.

Very respectfully,

A. VON HAAKE,

Topographer, Post-Office Department.

Hon. HENRY C. PAYNE,

Postmaster-General.

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1903.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, November 10, 1903.

SIR: In submitting the annual report of this Bureau for the fiscal year ended June 30, 1903, I desire to recommend that the Department be authorized to grant allowances for clerk hire at certain third-class post-offices.

In the attached report of the salary and allowance division the estimate is based on a scale of \$600 for clerk hire at a third-class post-office where the salary of the postmaster is \$1,900; \$500 where the salary is \$1,800; \$400 where it is \$1,700; and \$300 where the salary is \$1,600. I am clearly of the opinion, however, that clerk hire should be allowed at all Presidential post-offices, and if Congress shall deem it wise to authorize the Department to make allowances for clerk hire at all third-class post-offices I would suggest that the scale be revised as follows: \$100 where the salaries of the postmasters are \$1,000 and \$1,100; \$200 where the salaries are \$1,200 and \$1,300; \$300 where the salaries are \$1,400 and \$1,500; \$400 where the salaries are \$1,600 and \$1,700; \$500 where the salaries are \$1,800 and \$1,900.

If the appropriation is made on the latter basis, the estimate, \$1,700,000, already submitted, is too low. It will require a total appropriation of \$1,129,825 to provide for clerk hire at all third-class post-offices, thus increasing the estimates by \$500,000, and making the total appropriation for clerk hire at third-class post-offices, and for separating mails at third and fourth class post-offices, and for unusual business, \$2,200,000.

I also recommend a new classification act for clerks in first and second class post-offices, creating a number of new positions and abolishing the titles of all clerks below the grade of foreman, simply designating as "clerks" employees whose duties are purely clerical.

It further is recommended that the maximum allowance for fuel and light at third-class offices be increased from \$60, as fixed by the present law, to \$80 per annum.

In the estimates submitted we ask a lump-sum appropriation for clerks in first and second class post-offices. If Congress shall deem it advisable to continue the present method of segregating the appropriations, we have prepared estimates accordingly.

DIVISION OF SALARIES AND ALLOWANCES.

This division has charge of the annual readjustment of postmasters' salaries, allowances for clerk hire, rent, fuel and light, miscellaneous and incidental items, advertising, canceling machines, and all of the correspondence incident thereto; also supervision over the appointment and removal of clerks, the bonding of post-office clerks, the establishment of stations, the location of Presidential post-offices and leases, leaves of absence for postmasters, the regulation of hours of business at Presidential post-offices, and of box-rent rates and key deposits.

The office force consists of a general superintendent, an assistant superintendent, twenty-five clerks, a laborer, and two pages. In addition, seven assistant superintendents, designated as special agents, are assigned to field duty in the investigation of cases connected with the office.

The correspondence is large, 179,330 letters having been received during the last fiscal year and 144,759 sent.

The appropriations and expenditures for the last fiscal year were as follows:

Statement of appropriations and expenditures, fiscal year 1902-3.

Items.	Appropriation.	Expended.	Unexpended.	Expenditures exceeded appropriations.
Compensation to postmasters.....	\$21,000,000.00	\$21,656,948.07	.....	a \$656,948.07
Compensation to assistant postmasters at first and second class offices.....	1,701,500.00	1,622,730.12	\$78,769.88	.....
Compensation to clerks in first and second class offices.....	b 15,715,024.08	15,735,265.25	.....	c 20,241.22
Separating mails at third and fourth class offices.....	1,100,000.00	1,078,075.81	21,924.69	.....
Compensation to substitutes for clerks at first and second class offices on vacation.....	175,000.00	158,810.44	16,189.56	.....
Temporary clerk hire.....	175,000.00	168,500.17	6,499.83	.....
Rent, light, and fuel for first, second, and third class offices.....	2,400,000.00	2,360,968.91	39,031.09	.....
Miscellaneous items at first and second class offices.....	250,000.00	256,620.98	.....	c 6,620.98
Advertising and purchase of newspapers containing official advertisements.....	25,000.00	24,632.16	367.84	.....
Rental and purchase of canceling machines.....	190,000.00	195,803.46	.....	c 5,803.46
Compensation to assistant superintendents, division of salaries and allowances.....	14,000.00	14,000.00	.....	.....
Per diem and other necessary expenses of assistant superintendents, division of salaries and allowances.....	10,220.00	7,623.46	2,596.54	.....
Copying presses, typewriting machines, envelope opening and sealing machines, adding machines and repairs thereto for use of the money-order service.....	20,000.00	19,751.76	248.24	.....
Total.....	42,775,744.03	43,299,730.09	165,627.67	689,613.78

a Salaries of postmasters fixed by law and deficiency appropriation usual.

b Including \$25,224.03, transferred from compensation to postmasters on account of post-offices discontinued.

c Deficiencies made up by transfers from unexpended balances of other appropriations under authority contained in the acts making appropriations.

READJUSTMENT OF POSTMASTERS' SALARIES.

The twentieth annual adjustment of salaries of postmasters at first, second, and third class (Presidential) post-offices was made in compliance with the act of March 3, 1883, and the salaries fixed at 5,066 post-offices, based on the receipts for the four quarters ended March 31, 1903.

One hundred and twenty-six offices were advanced from the third to the second class, one from fourth to second class, and 25 from second class to first class; 2 offices were reduced from first to second class, 4 offices were reduced from second to third class, and 22 offices were relegated from the Presidential class to fourth class. During the year 332 offices of the fourth class were advanced to the Presidential class. The result of the readjustment is shown in the following tables:

Statement showing the number of Presidential post-offices, by classes, July 1, 1903, the aggregate of salaries, and the total gross receipts March 31, 1903.

Class.	Number of offices.	Salaries of postmasters.	Total gross receipts four quarters ended Mar. 31, 1903.
First.....	265	\$682,900	\$76,587,105
Second.....	1,208	2,831,800	18,818,909
Third.....	3,593	5,184,900	14,378,697
Total	5,066	8,949,400	109,784,711

THE READJUSTMENT BY CLASSES.

First-class post-offices:	
Number June 30, 1903.....	242
Second class advanced to first class July 1, 1903.....	25
First class relegated to second class July 1, 1903.....	2
Number July 1, 1903.....	265
Second-class post-offices:	
Number June 30, 1903.....	1,107
First class relegated to second class July 1, 1903.....	2
Second class relegated to third class July 1, 1903.....	4
Second class advanced to first class July 1, 1903.....	25
Third class advanced to second class July 1, 1903.....	126
Fourth class advanced to second class July 1, 1903.....	1
Number July 1, 1903.....	1,207
Third-class post-offices:	
Number June 30, 1903.....	3,690
Third class relegated to fourth class July 1, 1903.....	22
Third class advanced to second class July 1, 1903.....	126
Second class relegated to third class July 1, 1903.....	4
Fourth class advanced to third class July 1, 1903.....	48
Number July 1, 1903.....	3,594
First class July 1, 1903.....	265
Second class July 1, 1903.....	1,207
Third class July 1, 1903.....	3,594
Total Presidential offices July 1, 1903.....	5,066

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1902, and July 1, 1903, showing the net increase in the number of post-offices and the salaries of said postmasters.

Date.	Number of offices.	Aggregate salaries of postmasters.
July 1, 1902.....	4,783	\$8,377,300
July 1, 1903.....	5,066	8,949,400
Increase	283	572,100

This increase is shown in detail as follows:

Date.	Number of offices.	Aggregate salaries of postmasters.
Total number of first, second, and third class post-offices whereat increases were made July 1, 1903.....	2,439	\$301,500
New Presidential offices during the fiscal year:		
Oct. 1, 1902.....	65	72,400
Jan. 1, 1903.....	158	170,500
Apr. 1, 1903.....	60	65,400
July 1, 1903.....	49	55,500
Total.....	332	363,800
Grand total of increase		663,400
REDUCTIONS.		
Relegated to fourth class July 1, 1903.....	22	23,400
By reductions at 225 offices July 1, 1903.....		27,600
By Presidential offices discontinued.....	27	42,200
Total decrease	49	93,200
Net increase during year	283	572,100

Padding receipts.—As long as the salary and grade of a post-office are regulated entirely by the gross receipts the temptation to increase the receipts beyond the legitimate business of the office will exist. Local pride and the desire to outstrip a rival town often lead business men to purchase stamp supplies in excess of their needs for postage in order that the office may be advanced in class or produce sufficient revenue to entitle it to free-delivery service. Aside from the question of salary, the advantages to a postmaster of having his office advanced to the second class, or of being retained in that class, are so great that irregular and fraudulent methods are adopted in some instances to attain that end.

A number of such cases were investigated, the salaries fixed on the legitimate receipts, and, where fraud was shown, the postmasters were removed.

Estimates for postmasters' salaries.

Year.	Estimate.	Appropriation.	Expenditure.
1901-2.....	\$18,000,000	\$20,000,000	\$20,783,920
1902-3.....	20,000,000	21,000,000	21,656,948
1903-4.....	21,500,000	21,750,000	.....

The growth of the postal service is shown by the steady increase in the number of Presidential post-offices and the necessary increase in the appropriation for postmasters' salaries. As the salaries are regulated by law, the expenditures usually exceed the appropriations. For the fiscal year ended June 30, 1903, the appropriation was \$21,000,000, and the expenditures \$21,656,948.07, a deficit of \$656,948.07.

The appropriation for the current year is \$21,750,000, and it is estimated that the expenditures will be \$23,450,000, or a deficit of \$1,750,000. An appropriation of \$24,000,000 will be required, therefore, for the fiscal year beginning July 1, 1904. This is an increase of \$2,250,000 above the appropriation for the current year, but an increase of only \$550,000 above the estimated expenditures.

ASSISTANT POSTMASTERS AT FIRST AND SECOND CLASS POST-OFFICES.

Statement of appropriations and expenditures for assistant postmasters at first and second class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1900-1901.....	\$1,426,600	\$1,347,700			\$1,339,333.97		
1901-2.....	1,559,800	1,559,300	\$211,600	15.70	1,479,674.05	\$140,340.08	10.41
1902-3.....	1,701,500	1,701,500	142,200	9.12	1,622,730.12	143,066.07	9.87
1903-4.....	1,894,100	1,894,100	192,600	11.32			
Total.....			546,400			283,396.15	
Average.....			182,133			141,698.08	

For the fiscal year ended June 30, 1901, and for all years subsequent to that date, a separate appropriation has been made for assistant postmasters. Prior to July 1, 1900, chief clerks at second-class offices and assistant postmasters at first-class offices were paid from the appropriation for clerk hire. The act of Congress classifying clerks in post-offices makes no provision for assistant postmasters at second-class offices, but provides for chief clerks. The appropriation acts, as stated above, have appropriated for assistant postmasters at second-class offices, but not for chief clerks. The maximum salary for an assistant postmaster at a first-class post-office is fixed by the classification act at not exceeding 50 per cent of the postmaster's salary, and it has been the policy of the Department to limit the salary at a second-class office to not exceeding 50 per cent of the salary of the postmaster. As a rule the salaries of assistant postmasters are fixed at exactly 50 per cent of the postmasters' salaries (in even hundreds of dollars), but under the present method of segregating the salaries into grades it is not always possible to allow the full amount. It is impossible to estimate the exact number of post-offices of the first and second classes there will be at the beginning of the next fiscal year, and how many there will be in each grade from \$2,000 to \$6,000, and therefore the appropriation should be in one sum rather than by grades. The present appropriation by grades provides for 1,522 assistant postmasters with salaries aggregating \$1,894,100. It is estimated that there will be 125 post-offices assigned to the second class July 1, 1904, and I recommend that an appropriation of \$2,000,000 be requested for compensation for assistant postmasters, an increase of \$105,900. If the appropriation is made by grades, from \$1,000 to \$3,500, as in the present law, a larger appropriation, aggregating \$2,082,700, will be

necessary in order to allow a safe margin in each grade, as shown by the following statement:

Statement showing the number of assistant postmasters provided for in the appropriation for the current fiscal year and the estimated number for the next fiscal year.

Grade (salary).	Present.		Proposed.	
	Number.	Amount.	Number.	Amount.
\$3,500	2	\$7,000	2	\$7,000
3,000	16	48,000	21	63,000
2,500	6	15,000	6	15,000
2,000	4	8,000	6	12,000
1,900	14	26,600	20	38,000
1,800	20	36,000	30	54,000
1,700	35	59,500	45	76,500
1,600	85	136,000	92	147,200
1,500	100	150,000	100	150,000
1,400	80	112,000	100	140,000
1,300	150	195,000	180	234,000
1,200	360	360,000	320	384,000
1,100	310	341,000	370	407,000
1,000	400	400,000	355	355,000
Total	1,522	1,894,100	1,647	2,082,700
Increase			125	188,600

CLERKS IN FIRST AND SECOND CLASS POST-OFFICES.

Prior to July 1, 1899, the appropriation for clerks in first and second class post-offices was made in one sum. For the fiscal year ended June 30, 1900, and for subsequent years, Congress has segregated the appropriation into grades, and has defined the number of clerks in each grade from \$100 to \$3,200. The decision of the Comptroller of the Treasury, rendered April 8, 1903, that the Department is not authorized to allow a greater number of clerks in any one grade than specified in the appropriation act, necessitated a revision of the allowances previously authorized and the cancellation of a number of promotions. It is manifestly impossible to estimate with any degree of accuracy the number of clerks required in each grade during the fiscal year ending June 30, 1905, and yet that is what is required under an appropriation in its present form.

Owing to the rapid growth of the postal service, it is not practicable to allow at the beginning of each fiscal year sufficient clerks at every office for the entire fiscal year. The Department must meet emergencies as they arise and increase or decrease the number of clerks from time to time, so that there will be no delay in the prompt handling of mails. I am convinced that the most economical plan is to have an appropriation for clerks in post-offices in one sum and that the present method of segregating the appropriation into grades should be discontinued. The present appropriation for clerks in post-offices is as follows:

For regular clerks at first and second class offices \$18,113,900, segregated into grades, from \$100 to \$3,200; for substitutes for clerks on vacation, \$200,000; for temporary clerks, \$200,000, making a total of \$18,513,900 available for clerk hire at first and second class post-offices. Estimating the increase in the number of first and second class offices at 125 at the next annual readjustment, I am of the opinion that \$20,000,000 will be required for clerk hire. I therefore recommend that the appropriation of \$20,000,000 for clerks at first and second class offices, including compensation to substitutes for clerks on vacation and for temporary clerks, be requested. This is an increase of

\$1,486,100 above the appropriation for the current year, or about 8 per cent. The growth of the service, as shown by the gross revenue for the last fiscal year, is about 11½ per cent. If this ratio of increase is maintained, the estimate for clerks in first and second class offices is too low, and it will be necessary to increase the estimate for clerk hire.

If the appropriation is not made in a lump sum, but segregated into grades, a much larger appropriation will be required, since a safe margin must be left in each grade, and as the allowances can not be apportioned economically on the first day of the fiscal year for the entire year, the appropriation must be increased sufficiently to allow for lapses.

The act of Congress classifying clerks in post-offices, though defective in many particulars, fixes the maximum and minimum salary of all classes of clerks in first and second class offices. No one has ever contended that the salaries of clerks in post-offices, under this law, are too high. On the contrary, the need for a revision of the classification act is to provide proper titles and to increase the maximum salary in certain grades. As the maximum salary of clerks is fixed by law, there is no economy in segregating the appropriation into grades. However, if it is desired to continue the appropriation by grades, I recommend an appropriation of \$20,614,500, segregated into grades from \$100 to \$3,200, and an appropriation for temporary clerk hire and for substitutes in place of clerks on vacation of \$250,000. This estimate involves an increase in the segregated appropriation of \$2,500,600, and a reduction in the appropriations for temporary clerks and for substitutes for clerks on vacation of \$150,000, or a net increase in the appropriation for clerks at first and second class post-offices of \$2,350,600. This estimate provides for 12,150 promotions, 11,297 of which are in grades below \$1,200.

A statement showing the present appropriation for clerks in first and second class post-offices, and the estimates, by grades, follows:

Grades.	Present.		Proposed.	
	Number.	Amount.	Number.	Amount.
\$100	1,000	\$100,000	1,200	\$120,000
200	350	70,000	700	140,000
300	250	75,000	400	120,000
400	200	80,000	500	200,000
500	800	400,000	600	300,000
600	4,200	2,520,000	3,400	2,040,000
700	2,306	1,610,000	3,800	2,680,000
800	4,000	3,200,000	3,000	2,400,000
900	2,500	2,250,000	3,200	2,880,000
1,000	2,300	2,300,000	2,400	2,400,000
1,100	1,500	1,650,000	2,100	2,310,000
1,200	1,400	1,680,000	1,800	2,160,000
1,300	400	520,000	800	1,040,000
1,400	350	490,000	430	602,000
1,500	110	165,000	160	240,000
1,600	110	176,000	110	176,000
1,700	125	212,500	115	195,500
1,800	60	108,000	80	144,000
2,000	80	160,000	75	150,000
2,100	16	33,600	25	52,500
2,200	30	66,000	25	55,000
2,400	25	60,000	25	60,000
2,500	10	25,000	10	25,000
2,600	30	78,000	20	52,000
2,700	20	54,000	26	70,200
3,000	6	18,000	6	18,000
3,200	4	12,800	4	12,800
Total	22,176	18,113,900	25,006	20,623,000
Increase			2,830	2,509,100

The following tables show the appropriations and expenditures for clerk hire at first and second class post-offices:

Statement of appropriations and expenditures for clerk hire at first and second class post-offices and stations connected therewith.

[Expenditures on account of separating mails at third and fourth class offices are included in years prior to 1899-1900.]

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1894-95.....	\$9,700,000	\$9,700,000.00	\$890,000.00	10.10	\$9,417,988.52	\$681,977.52	7.81
1895-96.....	10,100,000	10,100,000.00	400,000.00	4.12	9,975,649.67	567,661.15	5.09
1896-97.....	10,500,000	10,400,000.00	300,000.00	2.97	10,375,088.39	399,438.72	4.00
1897-98.....	11,000,000	10,600,000.00	200,000.00	1.92	10,591,857.69	216,769.30	2.09
1898-99.....	11,300,000	a11,108,100.00	508,100.00	4.79	11,098,194.22	506,336.53	4.78
1899-1900.....	11,800,000	b11,518,862.19	410,762.19	3.70	11,508,108.92	409,914.70	3.69
1900-1901.....	11,656,900	c11,725,914.14	207,051.95	1.80	11,716,447.35	208,338.43	1.81
1901-2.....	13,300,000	d13,051,648.81	1,325,734.67	11.31	13,164,807.98	1,448,360.63	12.36
1902-3.....	14,878,200	e15,715,024.03	2,663,375.22	20.41	15,735,265.25	2,570,457.27	16.34
1903-4.....	18,101,900	18,113,900.00	2,398,875.97	15.26			
Total.....			9,303,900.00			6,999,254.25	
Average.....			930,390.00			777,694.92	

a Includes \$8,100 deficiency appropriation.

b Includes \$19,962.19 deficiency appropriation.

c Includes \$21,214.14 transferred from compensation to postmasters on account of post-offices discontinued.

d Includes \$12,948.81 transferred from compensation to postmasters on account of post-offices discontinued.

e Includes \$25,224.03 transferred from compensation to postmasters on account of post-offices discontinued.

The excess of expenditures over appropriations in fiscal years 1901-2 and 1902-3 is covered by transfer from unexpended balances of other appropriations, as authorized by the acts making appropriations.

Statement of appropriations and expenditures for substitutes for clerks at first and second class post-offices on vacation.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1899-1900.....	\$75,000	\$75,000			\$71,838.51		
1900-1901.....	100,000	125,000	\$50,000	66.67	125,405.79	\$53,567.28	74.57
1901-2.....	150,000	150,000	25,000	20.00	145,277.91	19,872.12	15.85
1902-3.....	200,000	175,000	25,000	16.67	158,810.44	13,532.53	9.31
1903-4.....	200,000	200,000	25,000	14.29			
Total.....			125,000			86,971.93	
Average.....			31,250			28,990.64	

The excess of expenditures over appropriation in fiscal year 1900-1901 is covered by transfer from unexpended balances of other appropriations as authorized by the act making appropriations.

Statement of appropriations and expenditures for temporary clerk hire.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1899-1900.....		^a \$75,134.14			\$75,134.14		
1900-1901.....	\$100,000	^b 115,000.00	\$39,865.86	53.06	114,361.41	\$39,227.27	52.21
1901-2.....	125,000	125,000.00	10,000.00	8.98	123,155.59	8,794.18	7.69
1902-3.....	150,000	175,000.00	50,000.00	40.00	168,500.17	45,344.58	36.84
1903-4.....	200,000	200,000.00	25,000.00	14.29			
Total.....			124,865.86			93,366.03	
Average.....			31,216.46			31,122.01	

^a Including \$134.14, deficiency appropriation.^b Including \$15,000, deficiency appropriation.

Promotions.—On July 1, 1903, all clerks in first and second class post-offices receiving less than \$800 per annum who had rendered satisfactory service during the preceding fiscal year were allowed increases of at least \$100. Unfortunately, in the grades between \$800 and \$1,400 there were not sufficient vacancies to allow of merited promotions, and a large number of deserving clerks were necessarily denied increases. In the grades above \$1,400 there were sufficient vacancies to permit of promotions of superintendents and others where increases were warranted by the importance of the positions and the capabilities of the employees. These facts furnish an additional argument for making the appropriations for clerks in first and second class post-offices in one sum rather than by grades, as canceling promotions in the \$800, \$900, \$1,000, \$1,100, \$1,200, and \$1,300 grades naturally caused much dissatisfaction. However, the aggregate sum allowed for promotions was very large—about \$1,000,000.

Bonds of post-office clerks.—Under the act of June 13, 1898, assistant postmasters at first, second, and third class post-offices, and cashiers at first and second class post-offices, and, when deemed necessary by the Postmaster-General, other employees of first and second class post-offices are required to give bond to the Government for the faithful discharge of all duties and trusts imposed upon them. Under this law 5,039 assistant postmasters at Presidential offices are now under bond to the United States, the amounts ranging from \$1,000 to 25 per cent of the bonds given by the postmasters. All cashiers at first and second class post-offices, finance clerks, stamp clerks, money order and registry clerks, and clerks in charge of stations, are under bond (these being positions of financial responsibility), and about 50 per cent of other employees, the latter being bonded upon recommendation of the postmasters. The law gives the post-office clerks the right to furnish either a personal or corporate surety.

The Department recently secured information as to the rates of premium charged by the various surety companies, which were found to be not uniform in different sections, but governed by competition, and has placed this information in the hands of postmasters for the guidance of employees. This will undoubtedly enable clerks to obtain surety company bonds at a minimum of cost.

Classification.—The service has to a certain extent outgrown the "classification act" passed in 1889. The maximum salaries should be raised in certain grades, and, where practicable, fixed on a percentage basis, and in a few instances the minimum salaries should be lowered. The title of "chief clerk" at second-class offices should be

abolished and that of "assistant postmaster" substituted. Some additional titles should be created.

In the present law the maximum salary of superintendents of registry and superintendents of money order is less than superintendents of delivery and superintendents of mails, while the maximum salary of assistant superintendents of registry and assistant superintendents of money order is greater than assistant superintendents of mails and assistant superintendents of delivery.

The salaries of superintendents of divisions, cashiers, and auditors should be placed on the same basis, not to exceed 45 per cent of the postmaster's salary, as now fixed for superintendents of mails and superintendents of delivery.

The salaries of assistant superintendents, assistant cashiers, bookkeepers, finance clerks, secretaries, etc., should be fixed on a percentage basis, not to exceed 30 per cent of the postmaster's salary.

A number of additional titles should be created, such as superintendents of carriers, superintendents of inquiry, chief stamp clerks, inspectors of stations, night superintendents, and assistant superintendents of stations.

Such titles as separators, assorters, general delivery clerks, etc., are superfluous. All persons in first and second class offices employed in a purely clerical capacity should be designated as clerks.

The following is a complete classification of clerks in first and second class post-offices proposed to take the place of the present law:

CLASSIFICATION OF CLERKS AND EMPLOYEES IN FIRST AND SECOND CLASS POST-OFFICES.

The Postmaster-General is hereby authorized to classify and fix the salaries of the clerks and employees attached to the first-class offices from and after July 1, 1904, as hereinafter provided.

Assistant postmaster, salary not exceeding 50 per cent of the salary of the postmaster, graded in even hundreds of dollars, from \$1,500 to not exceeding \$4,000.

Superintendents of mails, superintendents of delivery, superintendents of money order, superintendents of registry, cashiers and auditors, not exceeding 45 per cent of the salary of the postmaster, graded in even hundreds of dollars, from \$1,300 to not exceeding \$2,700, except at New York, N. Y., and Chicago, Ill., where the salary shall not exceed 40 per cent of the salary of the postmaster.

Night superintendents, superintendents of carriers, superintendents of inquiry, and chief stamp clerks, salary, not exceeding 35 per cent of the salary of the postmaster, graded in even hundreds of dollars, from \$1,000 to not exceeding \$2,800.

Assistant superintendents of mails, assistant superintendents of delivery, assistant superintendents of money order, assistant superintendents of registry, assistant superintendents of stations, assistant cashiers, assistant auditors, private secretaries, chief clerks, finance clerks, and bookkeepers, salary, not exceeding 30 per cent of the salary of the postmaster, graded in even hundreds of dollars, from \$900 to \$2,400.

Superintendents of stations, salary, graded in even hundreds of dollars, from \$1,100 to \$2,500, according to the amount of business transacted.

Physician, at offices where the receipts are two million dollars and over, salary \$1,700.

Clerks in charge of stations, salary, graded in even hundreds of dollars, from \$100 to \$1,000, according to the amount of business transacted.

Foremen of crews, salary, graded in even hundreds of dollars, from \$1,200 to \$1,600.

Clerks, salary, graded in even hundreds of dollars, from \$500 to \$1,400.

Printers, salary, graded in even hundreds of dollars, from \$900 to \$1,200.

Carpenters and pressmen, salary, graded in even hundreds of dollars, from \$600 to \$900.

Laborers, janitors, watchmen, messengers, and porters, salary, graded in even hundreds of dollars, from \$400 to \$700.

The Postmaster-General is hereby authorized to classify and fix the salaries of the clerks and employees at second-class offices as hereinafter provided.

Assistant postmaster, salary, not less than 40 per cent and not exceeding 50 per cent of the salary of the postmaster, graded in even hundreds of dollars, from \$800

to \$1,400, except at Ponce, Porto Rico, where the salary of the assistant postmaster may be \$1,500.

Clerks in charge of stations, salary, graded in even hundreds of dollars, from \$100 to \$1,000, according to the amount of business transacted.

Clerks, salary, graded in even hundreds of dollars, from \$300 to \$1,200.

Laborers, salary, graded in even hundreds of dollars, from \$300 to \$800.

Provided, That when the salaries hereinbefore stated are adjusted and fixed, no clerk or employee shall be reduced or advanced in grade or salary without the approval of the Postmaster-General.

That all acts and parts of acts that conflict with the provisions hereinbefore stated are hereby repealed.

CLERK HIRE FOR THIRD AND FOURTH CLASS POST-OFFICES.

The present appropriation is for separating mails at third and fourth class post-offices. I am convinced that allowances for clerk hire should be made at the third-class post-offices irrespective of whether they have separating service or not and in addition to the allowance for separating service, provided the postmaster devotes his full time to the duties of the office.

The attention of Congress has been repeatedly called to the necessity of an allowance for clerk hire at the larger third-class post-offices in the annual reports of the Department. It does not seem fair that a postmaster should be compelled to pay out the greater portion of his salary for clerk hire. The extension of the rural free-delivery system has curtailed the separating service and necessarily the allowance for this service. This has affected more especially the larger third-class offices, and furnishes another argument for authorizing clerk hire for local work. During the current fiscal year the law giving the Department authority to make allowances for clerk hire on account of separating service or unusual business only, has been rigidly enforced, and therefore the necessity for amending the law as indicated is more apparent than ever.

I recommend, therefore, that the law be amended and the Department be authorized to make allowances in addition to the allowances for separating service, as follows:

Not to exceed \$600 at all post-offices where the salary of the postmaster is \$1,900 per annum;

Not to exceed \$500 at all post-offices where the salary of the postmaster is \$1,800 per annum;

Not to exceed \$400 at all post-offices where the salary of the postmaster is \$1,700 per annum;

Not to exceed \$300 at all post-offices where the salary of the postmaster is \$1,600 per annum.

If this authority is given the Department, it is estimated that it will require an appropriation of \$1,700,000 for separating service and for clerk hire at third and fourth class post-offices. This is an increase of \$400,000 above the present appropriation.

In the small fourth-class post-offices the allowances for separating service should be made as additional compensation to the postmaster, since there is not sufficient local work to keep the postmaster employed, and there is no necessity for a clerk. I recommend that section 3859 of the Revised Statutes be amended to read:

The Postmaster-General may designate offices at the intersection of mail routes as distributing or separating offices, and where any such office is of the third or fourth class he may make a reasonable allowance to the postmaster for the necessary cost of clerical services arising from such duties, or, in the case of small fourth-class post-offices, allow additional compensation to the postmaster out of the appropriation for separating service.

The words in italics show the amendment proposed.

The estimates, appropriations, and expenditures for clerk hire for third and fourth class post-offices since 1899 are as follows. Prior to July 1, 1899, expenditures on account of separating mails were paid from the appropriation for clerk hire at first and second class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1899-1900.....		\$750,000			\$749,615.14		
1900-1901.....	\$900,000	\$900,000	\$150,000	20.00	888,493.06	\$138,877.92	18.53
1901-2.....	1,050,000	1,050,000	150,000	15.67	1,008,259.88	114,766.82	12.92
1902-3.....	1,100,000	1,100,000	50,000	4.76	1,078,075.31	74,815.43	7.46
1903-4.....	1,300,000	1,300,000	200,000	18.18			
Total.....			550,000			328,460.17	
Average.....			137,500			109,486.72	

RENT, FUEL, AND LIGHT FOR PRESIDENTIAL POST-OFFICES.

With the exception of post-offices in Government buildings, allowances for rent, fuel, and light are made at all Presidential offices and for the branch post-offices or stations connected with first and second class offices. The renting of buildings for the use of post-offices and stations necessarily involves the question of location, and all of the correspondence incident to changes of site and allowances are embraced in the rent, fuel, and light cases.

Leases for post-offices.—The advantages of securing a permanent location for a post-office under a lease for a term of years are many, and it has been the policy of the Department to enter into leases for post-office buildings whenever advantageous terms can be obtained. As a rule, the leases provide for the furnishing by the lessor of the equipment of boxes, fixtures and furniture, the heating and lighting, and a fire and burglar proof safe or vault. Under the law leases may be made for a term of five or ten years.

The increase in rental values and the increase in the cost of fuel and light is very forcibly brought to the attention of the Department in the handling of lease cases. Whenever a lease expires it usually means an increase in the allowance, since it is rarely possible to renew the lease on the same terms. A concise statement of the lease business is shown in the following table:

Class.	Number of post-offices in Government buildings.	Leased premises.	
		Number.	Rental.
First class.....	171	69	\$129,152
Stations.....	2	325	562,029
Second class.....	89	892	630,819
Stations.....		15	5,016
Third class.....	24	391	122,025
Fourth class.....	1		
Total.....	287	1,692	1,449,041

Stations.—The establishment of branch post-offices or stations affects both the clerk-hire appropriation and the rent, fuel, and light appropriation, although in many cases stations are established to relieve the overcrowded and congested condition of the main office (owing to the rapid growth of the postal service many of the Government buildings are too small) and the clerks are simply transferred from the main office. During the year 120 full stations were established, of which 47 were in the place of post-offices consolidated with other offices. In addition to the full stations or branch offices established, 571 numbered stations were established, of which 37 were in place of post-offices discontinued and consolidated with other offices. Five full stations and 16 numbered stations were discontinued during the year, and 12 numbered stations were made full stations. Numbered stations do not handle any mail, but simply issue and pay money orders, register letters and parcels, and sell stamps, the expense of maintenance ranging from \$100 to \$900, according to the amount of business transacted. In some instances the business is very large, the combined money-order and registry transactions in one case amounting to 51,325 and the stamp sales to \$205,558.58 in one year. The number of such stations in operation on June 30, 1903, was 2,413, and to the establishment of these stations may be ascribed in part the growth of the money-order and registry business. There were also 792 full stations in operation June 30, 1903.

Estimate.—As stated before, the increase in rental values and the cost of fuel is pronounced, and something the Department can not control. Salaries may be reduced, but the Department must make the best terms possible when it comes to renting a building for a post-office. The present law limits the amount that may be allowed a third-class office for fuel and light to \$60 per annum. I am convinced that the limit is too low. The introduction of the electric-lighting system in small towns necessitates a more modern method of lighting post-offices of the third class. I therefore recommend that the limit for fuel and light for third-class post-offices be raised to \$80 per annum. The number of Presidential post-offices on July 1, 1903, was 5,066, an increase of 283 during the year. It is probable that this ratio of increase will continue during the current year and that on July 1, 1904, the Presidential post-offices will number 5,360.

The Treasury Department estimates that 21 Government buildings in which post-offices will be located will be completed during the present year, and if so, a saving of \$21,510 annually in rent, fuel, and light will be effected, but taking into consideration the small balance of the present appropriation remaining and the probable growth of the service, I am of the opinion that an appropriation of \$2,750,000 will be required for rent, fuel, and light at first, second, and third class post-offices, and so recommend.

Below will be found a table showing the estimates, appropriations, and expenditures since 1894:

Statement of appropriations and expenditures for rent, fuel, and light at first and second class post-offices and stations connected therewith, and at third-class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Percent of increase.	Amount.	Increase.	Percent of increase.
1894-95.....	\$1,505,000	\$1,505,000	\$73,000	5.10	\$1,430,432.58	\$44,488.25	3.21
1895-96.....	1,600,000	1,600,000	95,000	6.81	1,456,293.04	25,860.46	1.81
1896-97.....	1,600,000	1,600,000	.....	.....	1,507,459.61	51,166.57	3.51
1897-98.....	1,600,000	1,600,000	.....	.....	1,598,563.17	91,103.56	6.05
1898-99.....	1,750,000	a 1,704,000	104,000	6.80	1,697,586.32	99,028.15	6.20
1899-1900.....	1,750,000	b 1,825,000	121,000	7.10	1,803,541.13	105,954.81	6.24
1900-1901.....	1,950,000	1,950,000	125,000	6.85	1,948,711.76	145,170.63	8.05
1901-2.....	2,100,000	c 2,150,000	200,000	10.26	2,125,154.03	176,442.27	9.05
1902-3.....	2,250,000	d 2,400,000	250,000	11.63	2,360,968.91	235,814.88	11.10
1903-4.....	2,500,000	2,550,000	150,000	6.25	.....	.....	.....
Total.....	.....	.....	1,118,000	.....	.....	975,024.58	.....
Average.....	.....	.....	111,800	.....	.....	108,336.06	.....

a Includes \$4,000 deficiency appropriation.

b Includes \$25,000 deficiency appropriation.

c Includes \$50,000 deficiency appropriation.

d Includes \$50,000 deficiency appropriation.

Box-rent rates.—The supervision of box-rent rates is one of the duties assigned to this division. Box rents are a source of considerable revenue to the Department. The total receipts from this source for the four quarters ended March 31, 1898, were \$1,754,382. For the four quarters ended March 31, 1902, the revenue was \$2,092,767, and for the four quarters ended March 31, 1903, \$2,178,148. An ideal system would be uniform box-rent rates at all post-offices. This has been found impracticable, however, although as near as possible uniform rates have been established.

The extension of the free-delivery service, both city and rural, diminishes the receipts from box rents, yet receipts from this source are gradually increasing.

Under the present laws postmasters are required to furnish the box outfits except at post-offices located in Government buildings and in buildings where the lessors are required to provide the furniture.

Key deposits.—The deposit required for keys for lock boxes was reduced in April, 1895, from 50 cents to 20 cents. At this rate lost and withheld keys are replaced in many cases at a less cost than 20 cents, and as many box renters return keys without claim for deposits and for other reasons, a small surplus accrues in the key fund. The total amount of surplus accruing during the fiscal year ended June 30, 1903, was \$2,533.56. The aggregate amount since January 1, 1885, is \$63,000. These amounts have been deposited by postmasters, under instructions from the Department, as miscellaneous receipts. It is not always possible to secure the return of keys after a box renter gives up his box, and additional keys are sometimes secured by patrons through local locksmiths without making application to postmasters. Patrons should be required to return keys when they give up their boxes, and the purchase of keys, except through postmasters, should be prohibited by law. The best interests of the service demand legislation making postmasters responsible for key funds

MISCELLANEOUS ITEMS.

Statement of appropriations and expenditures for miscellaneous and incidental items directly connected with first and second class post-offices, including furniture, cleaning, electric motors and power, and all other items of expense not specifically provided in other appropriations.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1894-95.....	\$140,000	\$140,000.00	\$15,000.00	12	\$119,644.10	\$7,956.10	7.13
1895-96.....	150,000	150,000.00	10,000.00	6.67	142,489.78	22,845.68	19.09
1896-97.....	150,000	150,000.00	.....	.....	149,696.89	7,207.11	5.06
1897-98.....	150,000	150,000.00	.....	.....	148,436.65	a 1,260.24	a .84
1898-99.....	200,000	b 175,066.50	25,066.50	16.71	175,066.50	26,629.85	17.94
1899-1900.....	200,000	200,000.00	24,983.50	14.24	199,131.25	24,064.75	13.75
1900-1901.....	250,000	225,000.00	25,000.00	12.50	225,022.19	25,990.94	18
1901-2.....	250,000	250,000.00	25,000.00	11.11	254,744.83	29,722.64	13.21
1902-3.....	250,000	250,000.00	.....	.....	256,620.98	1,876.15	.07
1903-4.....	250,000	250,000.00	.....	.....	.....	.....	.....
Total.....	.....	.....	125,000.00	.....	.....	144,982.98	.....
Average.....	.....	.....	12,500.00	.....	.....	16,108.66	.....

a Decrease.

b Includes \$66.50 deficiency appropriation.

The excess of expenditure over appropriation in fiscal years 1900-1901, 1901-2, and 1902-3 are covered by transfers from unexpended balances of other appropriations as authorized by the acts making appropriations.

Out of this appropriation are paid all of the miscellaneous expenses of first and second class post-offices, such as telephone service, cleaning (janitor service), furniture, safes, typewriters, copying presses, numbering machines, motors, and cost of power for operating canceling machines, trucks, baskets, ice, and in fact, everything not specifically provided for in other appropriations. I recommend an appropriation of \$250,000, the amount of the appropriation for the current year, and for each of the two preceding fiscal years.

ADVERTISING.

Statement of appropriations and expenditures for advertising.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1896-96.....	\$15,000	\$15,000.00	.....	.....	\$10,560.01	.....	.....
1896-97.....	15,000	15,000.00	.....	.....	11,288.50	\$728.49	6.90
1897-98.....	15,000	a 17,933.11	\$2,933.11	19.55	17,932.49	6,643.99	58.85
1898-99.....	20,000	20,000.00	2,066.89	11.53	19,618.59	1,686.10	9.40
1899-1900.....	20,000	20,000.00	.....	.....	19,998.14	\$79.55	1.42
1900-1901.....	22,500	22,500.00	2,500.00	12.50	20,961.85	963.71	4.81
1901-2.....	25,000	25,000.00	2,500.00	11.11	22,825.28	1,863.43	8.89
1902-3.....	25,000	25,000.00	.....	.....	24,632.16	1,806.88	7.92
1903-4.....	25,000	25,000.00	.....	.....	.....	.....	.....
Total.....	.....	.....	10,000.00	.....	.....	14,072.15	.....
Average.....	.....	.....	1,250.00	.....	.....	2,010.31	.....

a Including \$2,933.11 deficiency appropriation.

This appropriation is expended for advertising unclaimed letters and the time of closing foreign mails. A very small part of the appropriation is used in advertising for proposals to rent buildings for first and second class post-offices. The appropriation is so small that allowances for advertising unclaimed letters are made at a few of the larger post-offices only, and advertisements of the time of closing foreign mails are authorized at the important seaport cities. An appropriation of \$25,000, the amount of the present appropriation, is recommended.

CANCELING MACHINES.

Statement of appropriations and expenditures for rental and purchase of canceling machines.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1894-95.....	\$60,000	^a \$62,450.04	\$12,450.04	24.90	\$62,437.88	\$16,758.60	36.69
1895-96.....	60,000	60,000.00	^b 2,450.04	3.92	32,827.96	^b 29,609.92	^b 47.42
1896-97.....	60,000	60,000.00	.....	.....	52,016.20	19,188.24	55.05
1897-98.....	75,000	65,000.00	5,000.00	8.33	64,888.70	12,867.60	24.74
1898-99.....	125,000	100,000.00	35,000.00	58.85	99,830.08	34,946.38	53.86
1899-1900.....	150,000	150,000.00	50,000.00	50.00	149,428.55	49,586.47	49.68
1900-1901.....	200,000	150,000.00	.....	.....	149,594.48	107.93	.08
1901-2.....	200,000	190,000.00	40,000.00	26.67	199,415.40	49,880.92	33.87
1902-3.....	190,000	190,000.00	.....	.....	^b 8,611.94	.....	^b 1.81
1903-4.....	300,000	250,000.00	60,000.00	31.58	.....	.....	.....
Total.....	.....	.....	200,000.00	.....	.....	150,124.18	.....
Average.....	.....	.....	20,000.00	.....	.....	16,680.46	.....

^a Includes \$2,450.04 deficiency appropriation.

^b Decrease.

The excess of expenditures over appropriations in fiscal years 1901-2 and 1902-3 is covered by transfer from unexpended balances of other appropriations, as authorized by the acts making appropriations.

In the act of Congress making appropriations for the service of the Post-Office Department for the current year is a provision directing the Postmaster-General to report fully to Congress whether machines should be rented or purchased, and all facts connected therewith, and what steps ought to be taken to protect the interests of the Government. This subject will be investigated by a committee appointed by the Postmaster-General, and a report will be made to Congress as soon as the committee has concluded its investigation. Pending a full investigation of the subject of canceling machines, last year's contracts have been renewed temporarily. There are now under contract 886 rented canceling machines, as follows:

Made by—	Number.	Rental.
International Postal Supply Co., New York, N. Y.....	250	\$400
Barry Postal Supply Co., Oswego, N. Y.....	75	150
Columbia Postal Supply Co., Silvercreek, N. Y.....	42	150
Barr-Fyke Machine Co., Kansas City, Mo.....	37	150
Pneumatic Canceling Machine Co., Indianapolis, Ind.....	20	150
American Postal Machines Co., Boston, Mass.....	462	110

In addition to the rented machines, the Department in the last few years has purchased 100 Hampden and 410 Doremus's hand-power canceling machines for use in the smaller post-offices and in offices where electric power is not available. Of the 410 Doremus machines purchased only 240 have been paid for. The remaining 170, however, have been installed and are now in operation.

An appropriation of \$250,000, the amount of the present appropriation, is recommended.

ASSISTANT SUPERINTENDENTS.

In the proper apportionment of the large appropriations assigned to this division, the services of assistant superintendents in the field are indispensable. Their work relates principally to the investigation of lease cases, changes of site, allowances for rent, fuel, light, clerk hire, etc.

The current appropriation provides for seven assistant superintendents of the salary and allowance division at \$2,000 per annum each, with a per diem allowance of \$4 when actually engaged in traveling on official business.

I recommend an appropriation of \$24,220 for salaries and per diem, the amount of the present appropriation, and that the appropriation be made in one sum, rather than an appropriation for salaries and an appropriation for per diem.

Recapitulation of estimates.

Items.	Appropriation for 1903-4.	Estimate for 1904-5.	Increase.
Compensation of postmasters..... (Any portion thereof saved by the consolidation of post-offices under existing law shall be available for the payment of salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.)	\$21,750,000	\$24,000,000	\$2,250,000
Assistant postmasters.....	1,894,100	2,000,000	105,900
Clerk hire, first and second class offices.....	18,513,900	20,000,000	1,486,100
Clerk hire, third and fourth class offices.....	1,300,000	1,700,000	400,000
Rent, fuel, and light.....	2,550,000	2,750,000	200,000
Miscellaneous and incidental items, first and second class offices.....	250,000	250,000	.....
Advertising.....	25,000	25,000	.....
For rental or purchase of canceling machines.....	250,000	250,000	.....
Assistant superintendents and per diem.....	24,220	24,220	.....
<i>Provided, That 5 per cent of the foregoing appropriation for the division of salaries and allowances of the First Assistant Postmaster-General's Office may be available interchangeably for expenditures on the objects named; but no one item of the appropriation shall thereby be increased more than 5 per cent.</i>			
Total	46,567,220	50,999,220	4,442,000

POSTAL MONEY-ORDER SYSTEM.

That the postal money-order system has been regarded, since its establishment, as a convenient agency by means of which the equivalent of money is safely transmitted through the mails is attested by the figures shown in the following tabulated statement of the principal domestic money-order transactions covering the period between the date of the inauguration of the system on November 1, 1864, and June 30, 1903:

Fiscal year ended June 30	Number of money-order offices in operation.	Number of domestic money-orders issued.	Amount of domestic orders issued.	Amount of orders paid and repaid.	Amount of fees and miscellaneous receipts.	Amount of expenses paid from receipts.	Excess of receipts over expenses paid from proceeds.
1865.....	419	74,277	\$1,360,122.52	\$1,313,577.06	\$11,536.40	\$18,584.37	
1866.....	766	249,609	3,977,259.28	3,908,890.22	35,808.06	28,664.27	\$7,138.79
1867.....	1,224	474,496	9,229,327.72	9,071,240.73	70,889.57	44,628.96	26,260.61
1868.....	1,468	831,387	16,197,858.47	16,118,587.03	124,508.19	70,845.04	54,158.15
1869.....	1,468	1,264,143	24,848,058.93	24,654,123.46	176,247.87	110,694.00	65,553.87
1870.....	1,694	1,671,253	34,054,184.71	33,927,924.79	235,557.05	145,882.42	90,174.63
1871.....	2,076	2,151,794	42,164,118.03	42,027,336.81	295,563.38	194,381.60	101,181.78
1872.....	2,462	2,573,449	48,515,332.72	48,419,644.97	350,499.40	244,521.63	105,977.77
1873.....	2,775	3,355,686	57,516,216.69	57,296,012.27	354,816.66	286,232.66	68,584.00
1874.....	3,069	4,420,633	74,424,854.71	74,210,156.25	462,238.54	357,040.42	105,198.12
1875.....	3,404	5,006,323	77,431,251.58	77,361,690.75	494,717.27	374,575.18	120,142.09
1876.....	3,401	4,908,000	77,035,972.78	77,106,388.85	647,021.52	456,250.68	190,770.84
1877.....	3,697	4,925,331	72,820,509.70	72,908,475.25	624,409.66	524,478.47	99,931.19
1878.....	4,143	5,613,117	81,442,964.87	81,279,910.80	716,638.98	513,686.61	202,952.37
1879.....	4,512	6,372,143	88,254,641.02	88,006,200.20	799,347.09	575,386.32	223,960.77
1880.....	4,229	7,240,387	100,352,818.83	100,165,982.78	917,091.58	659,516.50	257,575.08
1881.....	5,163	7,663,332	105,075,769.35	104,924,853.61	967,772.93	715,458.29	252,314.64
1882.....	5,491	8,420,669	118,400,118.21	118,388,301.90	1,054,538.62	774,197.45	280,341.17
1883.....	5,927	8,807,556	117,329,406.81	117,344,281.78	1,102,838.42	791,133.75	311,704.67
1884.....	6,310	7,835,494	122,121,361.96	121,971,083.80	950,479.39	702,603.80	247,875.59
1885.....	7,056	7,725,993	117,858,921.27	117,996,205.06	925,125.03	681,150.06	243,974.97
1886.....	7,357	7,940,402	118,819,921.21	118,885,468.04	922,781.97	689,758.38	233,023.50
1887.....	7,853	9,232,177	117,462,060.89	117,264,026.66	914,076.57	402,458.59	511,617.98
1888.....	8,241	9,959,407	119,649,064.98	119,743,345.25	947,316.56	406,043.79	541,272.77
1889.....	8,727	10,130,140	115,061,845.79	115,281,906.94	933,821.35	399,856.65	533,964.70
1890.....	9,382	10,624,727	114,362,757.12	114,347,631.35	951,293.63	426,919.43	524,374.20
1891.....	10,070	11,451,774	119,122,236.50	118,843,875.71	1,005,298.19	455,626.36	549,671.83
1892.....	12,069	12,069,442	120,066,801.07	120,121,754.19	1,037,027.45	489,526.73	547,500.72
1893.....	13,484	13,309,735	127,576,433.65	127,697,381.70	1,121,207.62	552,256.84	568,951.28
1894.....	19,364	14,804,041	138,793,579.49	138,725,229.29	1,212,338.19	586,747.22	625,590.97
1895.....	19,091	22,031,120	156,709,089.77	156,159,689.26	1,292,331.97	631,299.70	661,032.27
1896.....	20,802	23,962,153	172,100,649.02	171,475,476.85	1,411,466.85	680,820.21	730,646.64
1897.....	21,082	25,160,055	174,482,676.94	174,302,783.18	1,458,258.86	668,028.01	790,230.85
1898.....	23,421	27,798,878	191,854,121.63	190,678,429.08	1,600,558.13	739,643.33	860,914.80
1899.....	26,784	29,007,870	211,213,592.84	211,458,156.83	1,718,045.49	619,743.32	1,098,302.17
1900.....	29,649	32,060,983	238,921,009.67	238,022,043.78	1,915,462.60	668,867.48	1,246,595.12
1901.....	30,629	35,586,379	274,546,067.34	273,582,258.02	2,147,215.10	715,772.52	1,431,442.56
1902.....	31,680	40,474,327	313,551,279.88	315,220,488.68	2,458,697.52	805,725.69	1,652,971.83
1903.....	34,547	45,941,681	353,627,648.03	353,173,320.52	2,801,705.64	896,818.01	1,904,887.63
Total.....		458,035,815	4,587,851,105.50	4,553,378,027.72			

Aggregate issues since organization of system.

Kinds of orders and notes.	Dates.	Number issued.	Amount issued.
Domestic orders.....	1864 to 1903	458,035,815	\$4,537,851,105.50
International orders.....	1870 to 1903	20,590,763	323,578,480.68
Postal notes.....	1884 to 1894	76,284,173	126,474,027.15
Total.....		554,910,751	4,987,903,613.33

Below is shown the number of post-offices transacting money-order business at the close of the fiscal year ended June 30, 1903, the number of money-order offices established, and the number discontinued during that period.

NUMBER OF MONEY-ORDER OFFICES.

Domestic: ^a	
In operation June 30, 1903.....	34,547
Established during year	3,398
Discontinued during year	531
Net increase	2,867
International: ^a	
In operation June 30, 1903.....	6,322
Established during year	1,902
Discontinued during year	36
Net increase	1,866

DOMESTIC MONEY-ORDER BUSINESS.

Number of orders issued during the year.....	45,941,681
Number of orders paid and repaid	46,850,819
Excess of payments and repayments.....	909,138
Amount of orders issued during the year.....	\$353,627,648.03
Amount of orders paid and repaid	347,493,427.33
Excess of amounts of issues.....	6,134,220.70

DOMESTIC FEES.

The fees received for the issue of domestic orders, including those drawn for payment in Canada, Cuba, Newfoundland, and the Philippines, during the year amounted to \$2,800,822.97, an increase of \$347,599.89 as compared with the previous year.

The average fee received was 6.06 cents, which corresponds exactly with the average fee during the previous year.

The average amount of domestic orders issued was about \$7.69, being 6 cents less than that for the year ended June 30, 1902.

A further comparison of the business of the last fiscal year with that of the preceding one shows—

- (1) That there were 5,467,354 more orders issued.
- (2) That there were 6,485,885 more orders paid and repaid.
- (3) That, while the orders issued during the fiscal year ended June 30, 1902, represented \$313,551,279.88, during the last fiscal year they aggregated in amount \$353,627,648.03, being an increase of \$40,076,368.15.
- (4) That, while the orders paid and repaid during the year ended June 30, 1902, amounted to \$315,220,488.68, during the last fiscal year they aggregated in amount \$353,173,320.52, being an increase of \$37,952,831.84.

^a Postal money-order business is of two kinds, designated, respectively, as domestic and international. Domestic business is that conducted between post-offices which are under the exclusive control of the United States Post-Office Department, while international business is transacted between certain United States and foreign post-offices.

INTERNATIONAL MONEY-ORDER BUSINESS.

Number of international money orders issued during the year.....	1,914,149
Number paid and repaid.....	754,144
Excess of issues	1,160,005
Amount of international money orders issued during the year.....	\$35,237,935.43
Amount paid and repaid.....	11,683,572.77
Excess of amounts of issues	23,554,362.66

INTERNATIONAL FEES.

The total amount of fees received for the issue of international orders was \$371,440.68, not including those received on account of orders issued for payment in Canada, Cuba, Newfoundland, and the Philippines, which are necessarily combined with domestic fees owing to arrangement of Auditor's statistical tables. This sum exceeds by \$90,932.14 the amount received during the previous fiscal year.

The average international fee was 23.45 cents, or 2.6 cents more than the average for the year ended June 30, 1902.

As compared with the figures of the international business of the preceding fiscal year, those for the past fiscal year show—

- (1) An increase of 603,038 in the number of orders issued.
- (2) An increase of 446,465 in the number of orders paid and repaid.
- (3) An increase of \$12,263,462.32 in the amount of orders issued.
- (4) An increase of \$5,861,843.11 in the amount of orders paid and repaid.

The apparent extraordinary increase in international business over that of last year is partially explained by reason of the fact that this year Canadian, Cuban, Newfoundland, and Philippines statistics (except as to fees) are included in international business, whereas in last year's report business with the four countries named was treated as domestic.

Aggregate number of transactions.

Domestic and international:	
Domestic orders issued	45,941,681
International orders issued.....	1,914,149
Domestic orders paid and repaid	46,850,819
International orders paid and repaid.....	754,144
Total	95,460,793

Aggregate amount of transactions.

Domestic and international:	
Domestic orders issued	\$353,627,648.03
International orders issued.....	35,237,935.43
Domestic orders paid and repaid	347,493,427.33
International orders paid and repaid	11,683,572.77
Total	748,042,583.56

REVENUE.

The fees received for the issue of money orders constitute the principal source of revenue to the postal money-order system. An additional annual profit is also usually made as a result of the purchase of

bills of exchange in settlement of balances due foreign countries on money-order account. (See article on foreign exchange in this report.) The revenue thus received is deposited quarterly with the Treasurer of the United States for the service of the Post-Office Department. During the past year deposits of money-order revenue were made as follows:

Revenue for quarter ended—	Amount.	Deposited.
September 30, 1902	\$491,970.38	Jan. 15, 1903
December 31, 1902	620,844.47	Apr. 15, 1903
March 31, 1903	563,924.27	July 17, 1903
June 30, 1903	563,189.12	Oct. 10, 1903
Total	2,239,908.24	
Increase over previous year	350,090.88	

TRANSFERS.

It is absolutely essential to the success of the system that money-orders shall be promptly honored when duly presented. It not infrequently happens, however, that the money-order funds on hand at a post-office are insufficient to meet the demand for payment of orders, and in these cases postmasters are required to use such of their postal funds as may be available. In order to do this it is necessary that, in each instance, formal transfer of funds from postal to money-order account be made, as otherwise the two accounts, which by law must be kept separately, would become involved. Such transfers are usually only partially repaid by transfers made by postmasters, under special authorization from the Department, from the money-order to the postal account; and settlements of the balances found by the Auditor to be due postal account are effected quarterly by the deposit of the necessary sum by the postmaster at New York, N. Y., under the direction of this office, with the Assistant Treasurer of the United States at New York City, to the credit of the Treasurer of the United States for the service of the Post-Office Department.

The following table shows the amounts thus transferred during the fiscal year and the dates on which settlements were made:

For the quarter ended—	Transferred to money-order account.	Transferred from money-order account.	Difference due postal account.	Difference due money-order account.	Settlement effected.
September 30, 1902	\$785,845.47	\$923,995.41	.....	\$138,149.94	Jan. 30, 1903
December 31, 1902	1,100,050.08	853,992.65	\$246,057.43	.....	Apr. 15, 1903
March 31, 1903	1,246,573.88	940,812.18	305,761.65	.....	July 7, 1903
June 30, 1903	1,473,360.57	1,190,984.49	282,376.08	.....	Oct. 12, 1903

\$1,384,723.77 was actually transferred, but from this amount is deducted \$138,149.94, representing the sum transferred on January 30, 1903, on account of quarter ended September 30, 1902.

It is worthy of note that for the first time in the history of the service the transfers from the money-order to the postal account exceeded during the quarter ended September 30, 1902, those made from the postal to the money-order account. This circumstance is largely due to the fact that, under an arrangement completed last year, payments are made to rural free-delivery and railway-mail employees through

postmasters for services in the field, instead of, as formerly, directly by the Department, and that in order to do this postmasters have in many instances to draw largely from their money-order funds by process of transfer. While an excess of transfers in any one quarter from the money-order to the postal funds has not since occurred, the arrangement referred to continues to reduce very materially the quarterly balances due postal account, as compared with those paid from money-order funds during recent years.

RESERVES.

In carrying out its policy of endeavoring to pay promptly all money-orders upon due presentation, the Department finds it necessary, from time to time, to allow postmasters at certain money-order offices to retain from deposit a fixed sum of money, which is known as a "reserve," the amount of which at the smaller offices is usually from \$25 to \$100. This reserve is in any case increased or diminished as occasion requires, and at a number of the larger offices amounts to a considerable sum. While in the majority of cases the reserve does not exceed \$50, at the offices named below the conditions are such that from \$10,000 to \$300,000 have to be allotted:

New York, N. Y.	\$300,000	New Orleans, La.	\$20,000
Chicago, Ill.	300,000	Cincinnati, Ohio.	20,000
Philadelphia, Pa.	250,000	Los Angeles, Cal.	15,000
San Francisco, Cal.	50,000	Austin, Tex.	10,000
Boston, Mass.	50,000	Honolulu, Hawaii.	10,000
San Juan, P. R.	40,000	Rock Island, Ill.	10,000
St. Louis, Mo.	30,000	Indianapolis, Ind.	10,000
Washington, D. C.	25,000	Baltimore, Md.	10,000

At the close of the fiscal year covered by this report 16,142 offices had reserves, aggregating in amount \$2,784,270. Of such reserves 3,880 were authorized during the year. It is proper to point out that this large sum of money constituting the reserve fund is not constantly retained from deposit, as postmasters are instructed to withhold only so much of the reserves allowed them as they find necessary to meet their requirements, and to deposit the remainder.

PAYMENTS OF INVALID DOMESTIC MONEY ORDERS.

Money orders become invalid and not payable if unpaid at the expiration of one year from the last day of the month of their issue. The amounts of invalid orders, as the cases are brought to the attention of the Department, are paid by warrants drawn by the Department on the Treasurer of the United States against a sum in his hands representing deposits made, from time to time, of money-order funds accrued from outstanding unpaid orders and postal notes.

During the year warrants to the amount of \$141,233.36 were issued in payment of invalid money orders, and to the amount of \$157.32 in payment of invalid postal notes.

COMPLAINTS OF IMPROPER PAYMENTS.

In case a complaint is received by the Department that a money order has been improperly paid, investigation is made with a view to determining whether the complaint is justified, and, if so, who should be held accountable for the improper payment. During the year such cases were disposed of as follows:

Result of investigation.	Number.	Amount.
Recovered from persons not entitled thereto	119	\$2,379.44
Properly paid; no cause for complaint	113	2,108.82
Charged to paying postmaster	133	2,133.75
Charged to issuing postmaster	2	20.00
Charged to impropriety on part of remitter	2	8.00
Charged to impropriety on part of payee	3	49.47
Charged to impropriety on part of endorsee	1	1.00
Loss sustained by the Department	11	298.50
Unfinished, in process of adjustment	81	2,899.02
Total	465	9,898.00

A review of the above table shows that in 113 of the cases, involving \$2,108.82, it was found that the orders had been properly paid. In 119 more, involving \$2,379.44, the money improperly paid was recovered; and 81 cases, involving \$2,899.02, were in process of adjustment at the close of the year. Of the remaining 152 cases, involving \$2,510.72, the Department sustained a loss in 11 cases amounting to \$298.50, the evidence in such cases not being sufficient to fix the responsibility upon the postmaster, remitter, payee, or endorsee. The other 141 cases were settled by charging the amounts involved to the postmasters or persons through whose fault the original wrong payments occurred.

In this connection attention is called to the fact that only 271 cases of actual wrong payment were adjusted during the year, which is in the ratio of one to every 172,881 of the payments and repayments of domestic and international money orders made within the year.

DUPLICATE DOMESTIC MONEY ORDERS.

Duplicate money orders are issued by the Department, upon proper application therefor, in the event of loss or destruction of the originals, or if the original bears more than the one indorsement allowed by law. It should be explained, however, that the stamp impressions which banks ordinarily place upon orders left with or sent to them for collection are not to be regarded as indorsements within the meaning of the law transferring ownership of the orders. (See sec. 1008, par. 5, Postal Laws and Regulations, 1902.) Repayment to the remitter is also made by duplicate in many cases where payment to payees engaged in conducting lotteries or other fraudulent schemes has been forbidden by the Postmaster-General, under the authority conferred by section 4041, Revised Statutes. During the year 78,202 duplicates were issued, or about 1 to every 589 originals issued—an increase in duplicates of 7,667 as compared with the preceding year.

DUPLICATE INTERNATIONAL ORDERS.

As a general rule, duplicates of international orders are drawn by the country of payment. Duplicates of Canadian, Cuban, French, Newfoundland, and Philippine orders, however, are drawn by the issuing country, while in the exchange of orders with Germany all duplicates are drawn by the United States Post-Office Department, which during the year drew duplicates as follows:

	Number.
Of orders issued abroad, drawn on United States	1, 227
Of orders issued in United States, drawn on France	277
Of orders issued in or drawn on Germany	26
Of orders issued in United States, drawn on Canada, Cuba, Newfoundland, and the Philippine Islands	1, 178
Total	2, 708

REPAYMENT OF INTERNATIONAL ORDERS.

With the exception of Canadian, Cuban, Newfoundland, and Philippine orders, international money-orders of United States origin, valid or invalid, may not be repaid except upon an authorization issued by this office. If of foreign origin, the consent of this office must be obtained before repayment can be properly effected.

Valid Canadian, Cuban, Newfoundland, or Philippines orders may be repaid by the issuing country upon due presentation of the originals, provided an application for duplicate has not been certified.

REPAYMENT OF INVALID INTERNATIONAL ORDERS.

Invalid foreign orders of United States issue (except those drawn for payment in Canada, Cuba, Newfoundland, and the Philippine Islands) are repaid by means of authorizations drawn by this office after the amounts of the orders have been placed at the disposal of the United States by the respective foreign postal administrations concerned.

During the fiscal year ended June 30, 1903, 5,199 authorizations were issued for repayment of orders drawn in the United States for payment abroad, and in 2,502 cases this Department authorized foreign post departments to repay orders issued abroad and drawn on the United States.

PAYMENT OF INVALID INTERNATIONAL ORDERS.

Invalid international orders of foreign issue are occasionally paid in this country by means of duplicates issued by this office after consent to such issue has been obtained from abroad, but as a rule the amounts of such invalid orders are returned to the respective foreign countries for repayment there.

CANADA, CUBA, NEWFOUNDLAND, AND THE PHILIPPINE ISLANDS.

Money-order business with Canada, Cuba, Newfoundland, and the Philippine Islands, while international in character, is conducted in the main upon the domestic basis with respect to the fees charged, the

money-order forms employed, the issue of orders, the methods of effecting payment or repayment and accounting to the Auditor therefor, and the system of issuing and making application for duplicates.

The character of the business is international in that the settlements of accounts between the United States and the countries named are transactions between nations. Its operation is domestic in the features cited above; in its scope, which extends to all money-order offices in the United States, authority to draw orders upon and pay orders issued at money-order offices in those countries; and in that the rules and practices of the domestic system are generally applicable to the business, although certain rules of the international system are made use of when it is found necessary or expedient so to do.

Duplicates of orders not invalid by age are issued by the department of the country of origin, and postmasters in the United States are required invariably to forward applications for such duplicates, whether the orders be of domestic or foreign origin, to this office. By this system the Department is better enabled to supervise and record the issue of duplicates, and thus in a great measure prevent double payments.

The period of validity of orders issued in the countries named is like that of United States orders, viz, one year from the last day of the month of issue; but in the case of orders issued in Canada the limit may be extended by special authority of the Canadian post-office department.

Whenever it becomes necessary to replace with a substitute voucher an order which has become invalid by age, issued in the United States and payable in one of the countries named, this office issues a duplicate upon a special form adopted for the purpose, and such duplicate is valid as a voucher for one year from the date of its issue. The Cuban postal administration has adopted a similar form of duplicate to replace invalid orders issued in Cuba. The post-office departments of Canada and Newfoundland make use of their usual forms of duplicates to replace invalid orders issued in those countries.

Invalid orders issued in the Philippine Islands are replaced with warrants issued by the United States insular government of the Philippine Archipelago. This method is similar to that employed in the domestic business, an invalid order, issued and payable in the United States, being replaced with a warrant.

FOREIGN EXCHANGE.

Under the terms of every money-order convention to which the United States is a party, the balance due by the debtor country must be paid to the creditor country, either by deposits of money with such financial agents as the creditor country may designate, or by means of bills of exchange drawn on certain specified financial centers, such as London; Paris; Berlin; New York, N. Y., etc. Such bills are purchased by the debtor country at the best rates obtainable, and transmitted to the creditor country at stated periods.

In the exchange of money orders the United States is constantly debtor in large sums to nearly all the countries of Europe with which money-orders are exchanged, and also to Japan and Newfoundland; on the other hand, the British colonies, and the Central and South

American States, as well as Canada, Cuba, and the Philippine Islands, are generally debtors to the United States.

In the case of Great Britain a bill of exchange is bought for a certain percentage of the amount of each outgoing exchange list, and transmitted at the time the list is dispatched. For the other countries an approximate balance is struck each week, and the amount of such approximate balances, in even thousands, is remitted weekly by means of bills of exchange.

When the bills of exchange can be bought at rates less than those charged to the public for the purchase of money orders drawn in the monetary unit of the foreign country, the Department gains on the purchase. If the rates for the bills are higher than those charged to the public, the Department loses. The net gain in foreign exchange during the year was \$77,247.81, being \$27,272.68 more than the amount gained during the fiscal year ended June 30, 1902.

To the end that the Department may procure the bills of exchange at the lowest rates obtainable, bids are requested from some twenty prominent banks and banking firms in New York and the bills are bought from the lowest bidders, provided there are not outstanding against such firms unpaid bills of exchange amounting to a certain sum, usually \$125,000.

Great Britain, Germany, France, Austria, Denmark, Norway, Sweden, Switzerland, and Italy report the payment of bills by cablegram, the cost of which is subsequently collected from the bankers from whom the bills in question were bought. The other countries simply acknowledge receipt and report payment by letter.

EXTENSION OF INTERNATIONAL SYSTEM.

During the year negotiations were completed for the exchange of money orders between this country and Costa Rica, Liberia, and the Transvaal, and such exchange was duly announced. A direct exchange is now maintained with the 46 following-named countries:

Apia, Samoa.	Jamaica.
Austria.	Japan (includes Formosa).
Bahama Islands.	Leeward Islands.
Belgium.	Liberia.
Bermuda.	Luxemburg.
Bolivia.	Mexico.
British Guiana.	Netherlands.
British Honduras.	Newfoundland.
Canada.	New South Wales.
Cape Colony.	New Zealand.
Chile.	Norway.
Costa Rica.	Portugal (includes Azores and Madeira)
Cuba.	Queensland.
Denmark, Iceland, and Faroe Islands.	Russia.
Egypt.	Salvador.
France (includes Algeria and Tunis).	South Australia.
Germany (includes Heligoland).	Sweden.
Great Britain and Ireland.	Switzerland.
Greece.	Tasmania.
Honduras (Republic).	Transvaal.
Hongkong (China), British colony of.	Trinidad (includes Tobago).
Hungary.	Victoria.
Italy.	Windward Islands.

INTERMEDIARY INTERNATIONAL SERVICE.

Announcements during the year were made of completion of arrangements for drawing orders on many remote points—some not heretofore covered in the exchange of orders—and others offering improved facilities, viz:

Alexandretta (or Iskanderoon or Scanderoon), Syria, through Austria.
 Amoy, China, through Japan.
 Andrijevic, Montenegro, through Austria.
 Bethlehem, Palestine, through Austria.
 Casablanca, Morocco, through Germany or France.
 Cayman Islands (Caribbean Sea), through Jamaica.
 Cetinje, Montenegro, through Austria.
 Chavnik, Montenegro, through Austria.
 Danilovgrad, Montenegro, through Austria.
 Duala, Cameroons, Africa, through Germany.
 Ducigno (or Ulcinj), Montenegro, through Austria.
 Entebbe, Uganda, Africa, through Great Britain.
 Fes or Fez, Morocco, through Germany.
 Foochow or Foucheou (China), through France, Germany, Hongkong, or Japan.
 Grabovo, Montenegro, through Austria.
 Hankow or Hankeou, China, through France, Germany, Hongkong, or Japan.
 Iskanderoon (see Alexandretta), through Austria.
 Kampala, Uganda, Africa, through Great Britain.
 Kaumi, China, through Germany.
 Kiautschau, China, through Germany.
 Kolasin, Montenegro, through Austria.
 Larache, Morocco, through Germany.
 Marrakesh, Morocco, through Germany.
 Mashonaland (see Rhodesia, southern), through Great Britain.
 Matabeleland (see Rhodesia, southern), through Great Britain.
 Mazagan, Morocco, through Germany.
 Mersina, Syria, through Austria.
 Mogador, Morocco, through Germany.
 Nazareth, Palestine, through Austria.
 Niksic, Montenegro, through Austria.
 Njegusch, Montenegro, through Austria.
 Noko-To, Pescadores Islands, through Austria.
 Northern Zambesia (see Rhodesia, southern), through Great Britain.
 Omdurman (Sudan), through Egypt.
 Peking, China, through France, Germany, or Japan.
 Pescadores Islands, through Japan.
 Podgoritz, Montenegro, through Austria.
 Port Said, Egypt, through France or Egypt.
 Pristane, Montenegro, through Austria.
 Rabat, Morocco, through Germany.
 Rhodesia, southern (including Mashonaland, Matabeleland, and northern Zambesia), through Great Britain.
 Rieka (or Rijeka), Montenegro, through Austria.
 Rufaa, Sudan, through Egypt.
 Saffed (or Safed), Palestine, through Austria.
 Safft, Morocco, through Germany.
 Scanderoon (see Alexandretta), through Austria.
 Shashe, China, through Japan.
 Tiberias, Palestine, through Austria.
 Tongku, China, through Germany.
 Tripoli, Syria, through Austria.
 Tsangku, China, through Germany.
 Tschingkiang, China, through Germany.
 Tsingtau, China, through Germany.
 Velimlic, Montenegro, through Austria.
 Virbazar, Montenegro, through Austria.
 Weihsien, China, through Germany.
 Zambesia, northern (see Rhodesia, southern), through Great Britain.

MONEY-ORDER FUNDS LOST BY BURGLARY, IN TRANSIT, ETC.

Money-order funds intrusted to the care of postmasters are frequently lost in transit, or by burglary, flood, or other casualty, and in such cases the Postmaster-General is empowered by law to allow postmasters credit therefor after their claims have been examined and certified by the Assistant Attorney-General for the Post-Office Department. Such claims were duly allowed during the year in the following amounts:

Nature of loss.	Amount of loss.	Increase (+) or decrease (—) as compared with previous year.
By burglary of post-offices.....	\$14,764.44	+\$1,422.58
In transit between post-offices.....	3,047.12	— 1,136.38
By fire.....	897.16	— 190.39
By robbery and larceny.....	675.93	— 223.25
By floods and storms.....	67.38	+ 8.28
Total.....	19,452.03	— 119.16

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

All money-order funds in excess of the "reserve" allowed any office, unless they do not amount to \$50, must be remitted daily to the designated depository for that office, which in turn must remit to its depository and so on until the funds reach either the post-office at New York or Chicago, and when at the subtreasury in the latter city there is a sufficiently large amount of such funds, that amount is transferred to the subtreasury in New York City and there placed to the credit of the Postmaster-General's money-order disbursing account. In this way the working capital of the system is centralized. At many offices the amounts of orders issued exceed those of the orders paid, and such offices must, of course, promptly remit their surplus so that by means of it other offices at which the payments exceed the issues may be supplied with the necessary funds with which to promptly pay orders.

The aggregate amount of such remittances made during the year was \$27,345,998.92, an increase of \$5,830,260.81, as compared with that of the fiscal year ended June 30, 1902.

MONEY-ORDER CREDITS WITH POSTMASTER AT NEW YORK.

If a postmaster has not sufficient available funds with which to pay money orders presented to him, he is required to apply promptly to this office for assistance. In such cases he is granted a credit on money-order account with the postmaster at New York (against which he may draw when necessary), duly instructed as to the use of such credit, and supplied with a book of 5, 10, or 15 blank drafts, as occasion may require.

On June 30, 1903, such credits were in effect to the number of 8,500, and the amount of money-order drafts paid by the postmaster at New York during the year was \$27,634,138.85.

Credits of \$15,000 or over are in effect at the following-named places:

Buffalo, N. Y.....	\$150,000	Salem, Mass.....	\$20,000
Washington, D. C.....	100,000	Adrian, Mich.....	20,000
Indianapolis, Ind.....	100,000	Minneapolis, Minn.....	20,000
Philadelphia, Pa.....	75,000	Baltimore, Md.....	20,000
Rock Island, Ill.....	60,000	Rockford, Ill.....	20,000
Des Moines, Iowa.....	50,000	Peoria, Ill.....	20,000
Cincinnati, Ohio.....	50,000	Syracuse, N. Y.....	20,000
Austin, Tex.....	50,000	Nashville, Tenn.....	20,000
Boston, Mass.....	50,000	Louisville, Ky.....	20,000
Topeka, Kans.....	40,000	Guthrie, Okla.....	20,000
St. Louis, Mo.....	40,000	Hartford, Conn.....	18,000
Rochester, N. Y.....	40,000	Floral Park, N. Y.....	15,000
Port Huron, Mich.....	40,000	Sacramento, Cal.....	15,000
Flint, Mich.....	25,000	Cleveland, Ohio.....	15,000
Atlanta, Ga.....	25,000	Dayton, Ohio.....	15,000
Omaha, Nebr.....	20,000	Springfield, Ohio.....	15,000
Connellsville, Pa.....	20,000	Allegheny, Pa.....	15,000

As a notable illustration of the extent to which postmasters at some offices find it necessary to make use of the facilities extended to them in the way of New York money-order credits, it may be mentioned that during the fiscal year covered by this report the postmaster at Buffalo, N. Y., drew money-order drafts against his New York credit aggregating in amount \$4,000,000.

GENERAL STATEMENT OF RECEIPTS AND EXPENDITURES.

Domestic money-order business.

RECEIPTS.

Amount received for fees on orders issued.....	\$2,800,822.97	
Amount of gain ^a	822.67	
		<hr/> \$2,801,705.64

EXPENDITURES.

Amount allowed postmasters at third and fourth class offices for commissions on orders issued ^b	864,182.28	
Lost remittances, burglaries, etc.....	21,393.97	
Uncollected accounts of previous years.....	5,674.39	
		<hr/> 891,250.64
Net revenue		1,910,455.00

International money-order business.

RECEIPTS.

Amount received for fees on orders issued.....	\$371,440.68	
Amount of gain on exchange.....	77,247.81	
		<hr/> \$448,688.49

EXPENDITURES.

Amount allowed postmasters at third and fourth class offices for commissions on orders issued.....	\$5,567.37	
Amount allowed foreign countries:		
For excess of commissions on orders issued.....	113,610.29	
Incidental expenses	57.59	
		<hr/> 119,235.25
Net revenue.....		329,453.24

^a Sales of waste paper, reimbursements by bankers of cost of cablegrams, etc.

^b Three cents for each order issued.

Recapitulation of net revenue.

Revenue on domestic orders issued	\$1, 910, 455. 00
Revenue on international money orders issued.....	329, 453. 24
Total revenue	\$2, 239, 908. 24

INCIDENTAL EXPENSES OF THE SYSTEM.

The Post-Office appropriation bill approved April 21, 1902, making appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1903, set apart the following-named sums for use in meeting the incidental expenses of the postal money-order system, to wit:

Blanks, blank books, printed matter, metal advertising signs, twine, carbon paper and articles pertaining to its use in the issue and payment of money orders	\$115, 000. 00
<i>(Provided, That 5 per cent of the foregoing amount for blanks, blank books, etc., may be available interchangeably for expenditure on the three following items, but no one of such items shall thereby be increased more than 5 per cent.)</i>	
Rubber and metal stamps and repairs thereto, ribbons, pads, and racks for the money-order service.....	8, 000. 00
Copying presses, typewriting machines, envelope opening and sealing machines and repairs thereto, for the use of the money-order service..	20, 000. 00
Exchange on drafts, stationery, and necessary miscellaneous expenses of the money-order service	15, 000. 00
Total appropriations.....	158, 000. 00

Payment of incurred incidental expenses has been made by means of warrants drawn against the respective appropriations, as follows:

Blanks, blank books, printed matter, metal advertising signs, twine, carbon paper and articles pertaining to its use in the issue and payment of money orders	\$112, 179. 20
Rubber and metal stamps and repairs thereto, ribbons, pads, and racks for the money-order service.....	7, 600. 47
Copying presses, typewriting machines, envelope opening and sealing machines and repairs thereto, for the use of the money-order service..	19, 751. 76
Exchange on drafts, stationery, and necessary miscellaneous expenses of the money-order service	9, 270. 46
Same, under appropriation for previous year.....	390. 37
Total expenditures from appropriations.....	149, 192. 26

NIGHT SERVICE.

At quite a number of the leading post-offices within the last four years night money-order service has been established without overtaxing the clerical force and without additional cost for clerk hire, arrangements having been made by which money orders are issued and paid by the clerk at the general-delivery window or the clerk at the stamp window after the hour at which the money-order division itself is closed. This has been done mainly in the interest of transient persons (travelers) and of people of the working classes who can not well take or spare time to visit the post-office during the regular business hours. The plan, according to reports, has worked well. Its adoption, however, this far, as a rule, has been left optional with postmasters, absolute necessity therefor being obviated largely in many, and perhaps in most cases, by the establishment of stations at drug stores and other similar places which are kept open until a late hour in the evening.

At date of the last annual report the number of offices at which night money-order service had been established was 61. The number at which it is in operation at present is 93. Endeavor will be made to extend it as rapidly as circumstances require.

DIVISION OF POST-OFFICE SUPPLIES.

Under the Postal Laws and Regulations the division of post-office supplies is charged with the preparation of specifications, advertisements, and contracts for supplies; with ordering and receiving from contractors, and carefully inspecting the articles required to be furnished to post-offices and the postal service; stationery supplies for the use of the Department, including twine and facing slips for the Railway Mail Service; the purchase in open market, when the exigency of the service requires it, of all supplies not otherwise provided by contract, or which a contractor fails to furnish; the examination of requisitions of postmasters and Department officials for supplies, making proper allowances and issuing the same; the preparation of requisitions on the Public Printer for, and receiving and inspecting on receipt, all blanks required in the postal service and the Department, and the keeping of accounts of all expenditures with the several contractors, postmasters, and others.

Seven different committees are appointed by the Postmaster-General to examine all goods received under contract and to see that the same are in accordance with contract requirements, and that the proper quantities are received as ordered. The committees are, stationery, canceling ink and pads, wrapping paper and twine, printed envelopes, packing boxes and sawdust, rubber and postmarking stamps, and cut facing slips. These committees are composed of men who are usually qualified for such examination. On the receipt of goods they make their reports, which are forwarded with the vouchers to the Auditor and there filed. Whenever articles ordered fail to meet contract requirements, the goods are rejected. If, however, the needs of the service are such that the articles have to be accepted, a deduction is made for inferiority.

It was deemed for the best interests of the service to advertise in the annual proposals and specifications for bids on many of the money-order supplies, artists' materials used in the rural free delivery, and typewriting machines, which heretofore have been purchased outside of contract. Different prices were formerly paid for the same typewriters in different branches of the service. The bids received and contracts entered into for these machines have resulted in a uniform price throughout the service.

During the years 1900 and 1901 about 200,000 letter ties, to take the place of twine, were tested in the New England States under the supervision of the Superintendent of the Railway Mail Service, first division. Many tying devices were received from that time until December, 1902, and a number of inventors pressed their claims for orders, but no conclusion could be reached regarding their merits either as to utility or economy. The committee appointed to investigate the matter visited the New England States, where three styles of devices had been tested in all the postal and railway post-office lines. This committee visited a large number of all classes of post-offices and railway postal cars, interviewing employees of the service who had

actual experience with the ties in question. With few exceptions the clerks and officials of the service who handled these devices or had given close attention to them were in favor of continuing the exclusive use of twine for tying packages rather than adopting any of the tying devices that had been experimented with. Great publicity was given to the appointment of a committee to investigate the subject, and 27 devices were submitted. The committee in its report says:

After careful consideration of all the points in favor of and against tying devices, the committee is of the opinion that there would not be sufficient economy in the tying devices to offset the many objections to them, and would therefore recommend the continuance of the exclusive use of twine for tying letter packages.

The Postmaster-General approved this report, and for the present experiments with all devices have been discontinued. Unless something more practical and economical than those tested is submitted to take the place of twine the matter will not be considered.

The Department has experienced much difficulty in obtaining legible postmarking and effective cancellation of postage. The report of the First Assistant Postmaster-General for the fiscal year ended June 30, 1897, shows in detail the condition of the postal service in respect to postmarking and back stamping. Since that time the quality of stamps, inks, and pads has been greatly improved, and postmasters of the first, second, and third class offices, and to some extent in the fourth class, have succeeded in greatly improving the postmarking of letters and the cancellation of postage stamps.

But in fourth-class offices the Department has to contend with conditions which have demonstrated the impracticability of obtaining satisfactory results from supplies formerly furnished. The steel stamp is too rigid to give a legible impression by inexperienced postmasters who handle usually but a small quantity of mail and possess little mechanical ingenuity. The ink is subjected to all kinds of temperature, and the pads are not used enough to keep them in proper condition.

The Department of Agriculture, while investigating methods for the manufacture of canceling ink, was requested by this office to extend its investigations to indelible stamping ink that could be used with rubber stamps. The Bureau of Chemistry of that Department, after exhaustive tests, issued circular No. 12, which treats of methods and gives formulas for making canceling ink with or without an oil base. During the past seven months tests have been made and special attention given to the latter ink by this office. The superintendent of the division of post-office supplies was instructed to experiment with rubber postmarking stamps and canceling ink, the ink to be made according to the formula given in circular No. 12, issued by the Bureau of Chemistry under authority of the Agricultural Department, which fully demonstrates the feasibility of using rubber stamps for postmarking, etc. About 2,500 offices, the annual gross receipts of which do not exceed \$500 each, have been supplied with rubber-stamp outfits, and in every instance the postmasters' reports are strongly in favor of these supplies. The average saving in postmarking stamps and outfits would be over 60 per cent, compared with those furnished heretofore, and it is estimated that at least \$6,000 will be saved annually by using the rubber stamps for the smaller offices, besides the results that will be obtained in legible postmarking on letters and complete cancellation of postage stamps.

Postmarking and back stamping is a matter in which all persons receiving mail are directly interested, and is especially insisted on by the commercial world, where an illegible postmark will frequently mislead as to the origin of a letter, while a date has to be consulted often in legal proceedings. Hence, cancellation, postmarking, and back stamping are of vast importance.

During the past fiscal year the service has been promptly supplied with all necessary stationery, letter balances, wrapping paper, twine, postmarking and rating stamps, inks, pads, rubber stamps, and printing. Whenever deemed advisable, postmasters and others, unless explaining the absolute necessity of supplies, were refused their requisitions. But in no instance was the efficiency of the service allowed to be impaired for lack of the necessary supplies.

An effort has been made to reduce the expenditures for printing and binding. The books which are simply of the character of memoranda, and handled for short periods, are to be printed on a cheaper quality of paper, and the binding changed from leather backs to that of canvas-made cases. It is estimated that the appropriation required for the next fiscal year will be \$50,000 less than that for printing and binding during the present fiscal year.

I desire again to call attention to the necessity for a building in which to store the supplies for the service. I can not urge too strongly that an appropriation be made for a fireproof building for this purpose. The present rented quarters are entirely inadequate, and the danger of fire and consequent embarrassment to the service is a constant menace. The building now occupied by the supply division is of inflammable material, and the neighborhood in the rear is composed of barns and stables. The danger from fire is so great that a supply of blanks and books are stored in the Busch Building (also rented), so that in the event of accident there would be no interruption in the service. It would take many months to replace the supplies in stock.

TABLE 1.—*Statement showing the appropriations for the fiscal year ended June 30, 1903, together with the unexpended balances for the same period.*

Stationery in the Post-Office Department (including the deficiency appropriation)	\$9,000.00
Amount expended	8,116.47
Unexpended balance	883.53
Stationery in post-offices	70,000.00
Amount expended	68,760.66
Unexpended balance	1,239.34
Postmarking and rating stamps and repairs to the same, and ink and pads for stamping and canceling purposes	45,000.00
Amount expended	42,572.95
Unexpended balance	2,427.05
Letter balances, scales, and test weights, and repairs to the same	15,000.00
Amount expended	13,254.80
Unexpended balance	1,745.20

Wrapping paper for facing slips	\$40,000.00
Amount expended	39,835.04
Unexpended balance	164.96
Wrapping twine and tying devices	135,000.00
Amount expended	132,635.47
Unexpended balance	2,364.53
Packing boxes, sawdust, paste, and hardware	1,500.00
Amount expended	1,482.60
Unexpended balance	17.40
Printing facing slips and cutting the same, card slide labels, and for blanks and books of an urgent nature for the postal service	50,000.00
Amount expended	46,862.47
Unexpended balance	3,137.53
Rubber stamps and type, metal-bodied rubber type, dates, figures and holders, and ink and pads for rubber stamps	5,000.00
Amount expended	4,012.46
Unexpended balance	987.54
Printing and binding (including the deficiency appropriation)	350,000.00
Amount expended	329,255.30
Unexpended balance	20,744.70
Total appropriation	720,500.00
Amount expended	686,788.22
Unexpended balance	33,711.78

TABLE II.—Statement showing the appropriations for the fiscal year ending June 30, 1904.

Stationery in the Post-Office Department, blank books and free penalty envelopes	\$7,500.00
Stationery in post-offices	75,000.00
Postmarking and rating stamps and repairs to the same, and ink and pads for stamping and canceling purposes	45,000.00
Letter balances, scales, and test weights, and repairs to the same	15,000.00
Wrapping paper and paper for facing slips	45,000.00
Wrapping twine and tying devices	135,000.00
Packing boxes, sawdust, paste, and hardware	2,000.00
Printing facing slips and cutting the same, card slide labels, and for blanks and books of an urgent nature for the postal service	30,000.00
Rubber stamps and type, metal-bodied rubber type, dates, figures and holders, and ink and pads for rubber stamps	5,000.00
Printing and binding	400,000.00
Total appropriation	759,500.00

Owing to the increase in the prices of wrapping paper and twine, deficiency appropriations will be required for these two items. It is estimated that \$7,500 will be needed for wrapping paper and \$30,000 for twine. The price of twine during the last fiscal year was 8.72 cents per pound, while the price under the contract for the current fiscal year is 10.90 cents per pound.

TABLE III.—*Statement showing the estimated amounts required for the fiscal year ending June 30, 1905.*

Stationery in the Post-Office Department, blank books and free penalty envelopes.....	\$8,000.00
Stationery in post-offices.....	65,000.00
Postmarking and rating stamps and repairs to the same, and ink and pads for stamping and canceling purposes.....	35,000.00
Letter balances, scales, and test weights, and repairs to the same.....	12,500.00
Wrapping paper and paper for facing slips.....	50,000.00
Wrapping twine.....	145,000.00
Packing boxes, sawdust, paste, and hardware.....	2,000.00
Printing facing slips and cutting the same.....	10,000.00
Blanks and books of an urgent nature for the postal service.....	5,000.00
Rubber stamps and type, metal-bodied rubber type, dates, figures and holders, and ink and pads for rubber stamps.....	5,000.00
Printing and binding.....	350,000.00
Total.....	687,500.00

A few weeks after the foregoing estimates were prepared and forwarded I submitted for your consideration a request for an increase of the deficiency appropriation for wrapping paper from \$7,500 to \$10,000, and also requested that the estimate of \$50,000 for wrapping paper and paper for facing slips be increased to \$60,000.

DEAD-LETTER OFFICE.

The receipts of mail matter of all classes and from all sources were 10,153,528 pieces, an increase of 853,177, or about 8½ per cent. While the percentage of increase necessarily diminishes with the enlarged volume, a comparison of reports for a series of years shows a continuous and heavy increase from year to year. Of the grand total, as above indicated, 7,276,400 were ordinary unclaimed letters, an increase of 629,800, or about 9 per cent. Ordinary letters returned from foreign countries numbered 280,400, an increase of 48,200, or more than double that of the previous year. Letters of the same character bearing upon the envelopes the card addresses of the senders numbered 18,964, a slight increase.

There were 167,830 letters and parcels held for postage and sent to the dead-letter office, against 156,831 the preceding year, an increase of 10,999. Misdirected letters and parcels, exclusive of postal cards, numbered 694,977, against 536,066, an unprecedented increase of 158,901, or upward of 20 per cent. The unaddressed matter, including envelopes containing money found loose in the mails and in post-offices, comprised 47,958 letters and 40,978 parcels, a total of 88,936, a slight falling off from the previous year. Excluding the money envelopes, it is shown that about 100 letters without any address whatever were received daily. Domestic letters addressed to hotels, failing of delivery, turned into post-offices and thence sent to the dead-letter office numbered 288,307, or, including those of foreign origin, 310,196, a decrease of 18,695. There were 111,075 letters and parcels to fictitious addresses, against 150,307 the preceding year. There was, however, a phenomenal increase of 46,638 for the fiscal year 1901-2, evidently owing to transient causes.

The total receipts of unregistered domestic parcels were 254,580, against 249,842 the year before. This total included unmailable parcels addressed to foreign countries, parcels returned from foreign countries as undeliverable, and those which contained photographs.

There were 977,286 pieces of the several classes of undelivered matter returned from foreign countries, a notable increase of 138,481, or more than 15 per cent. This total included registered matter, imperfectly addressed letters and postal cards, samples, etc.

The total number of pieces of mail matter of all kinds restored to owners unopened was 1,257,547, an increase over the previous year of 174,326, or more than 10½ per cent. As noted in the last report, this result could not have been accomplished had not the users of the mails availed themselves, to a larger extent than heretofore, of the privilege of placing their names and addresses on the wrappers of their letters and parcels.

Matter opened during the year, including letters and parcels, numbered 8,895,205 pieces, an increase of 678,798, or about 8½ per cent.

Of the opened letters, 51,416 contained money to the amount of \$48,634.04, or about the same as the last year. This total included the various small sums found loose in the mails, as above referred to. There were 52,864 which contained drafts, checks, notes, money orders, etc., of the face value of \$1,493,563.65. This total also included letters containing deeds, wills, pension certificates, insurance policies, etc.

Opened letters and parcels delivered, held awaiting delivery, or filed because delivery could not be effected, numbered 2,967,814, an increase of 174,145.

It is thought proper again to call attention to the fact that the great preponderance of undeliverable matter is due to several noticeable causes, the principal being the failure of writers to give their names and addresses, and the dispatch of advertising and other printed matter under seal, which must necessarily be destroyed. Then, a very large percentage of the parcels are found not to contain merchandise matter at all, but catalogues and the like, medicines, and perishable articles of various kinds, which must be destroyed.

Photographs were received in letters and parcels to the number of 80,039, an increase of 8,731. The number containing postage stamps was 249,255; increase, 23,942.

Of the domestic misdirected letters, 79,085 were delivered unopened to corrected addresses. Of the letters of foreign origin, 12,832 were disposed of in like manner.

During the year two sales at auction of undeliverable merchandise matter were held, instead of one as heretofore. This was made necessary by a change in the regulations requiring matter of this character to be held for one year, and not for two, as in the past. At the regular annual sale, held in December, 1902, 28,382 parcels were disposed of, the gross proceeds being \$3,535.85. At the special sale held in February, 1903, 104,854 were sold; gross proceeds, \$5,244.15. Total number of articles sold, 133,236; total proceeds, \$8,780. The net proceeds of both sales were \$7,146.38, and this amount was delivered to the Third Assistant Postmaster-General for deposit in the Treasury.

There was also separated from filed letters which could not be restored to owners \$13,812.39, which sum was disposed of in like manner.

Postage stamps to the amount of \$5,821.90 were separated from letters which could not be restored; found loose in the mails or in post-offices; received in payment of held-for-postage matter forwarded to destination or on parcels returned to senders from the Dead Letter Office under penalty envelopes, and received from the Canadian postal

administration in exchange for stamps of that country mutually exchanged in accordance with an agreement between the two countries. These stamps were destroyed under proper supervision, of which duly authenticated reports are on file.

There were "jacketed," indexed, recorded, and arranged for search 31,995 written applications for missing mail matter, an increase for the year of 1,742. To these are to be added the large but indefinite number of searches made upon personal application and without the formality of a record. About 7,500 manuscript communications were written on a great variety of subjects pertaining to the treatment of mail matter, etc.

During the year the usual distribution of literature of various kinds, fancy cards, etc., which could not be restored to owners—among a number of the charitable institutions of the District of Columbia for the use of the inmates—was continued. The total number of pieces so disposed of was 20,970, including 5,400 magazines and 2,975 illustrated papers. This distribution is made in pursuance of a provision of the regulations and by authority of the Postmaster-General.

The second annual report of the operations of the dead-letter bureau of Hawaii, under the charge of the postmaster at Honolulu, has been received. The volume of matter handled, 20,973 pieces, shows a slight falling off from the preceding year, perhaps to be attributed to an improved delivery service. A curious and instructive item of this report is, that of the 8,424 pieces of matter returned to foreign countries, 3,750 pieces were returned to Japan, against 2,229 to the United States.

The annual report of the dead-letter bureau of Porto Rico, conducted in connection with the San Juan office, has also been received, and shows the continued successful operations of that office. The total number of pieces of matter received and disposed of during the fiscal year was 20,992.

DIVISION OF CORRESPONDENCE.

It is the duty of the division of correspondence to prepare replies to communications received from other divisions of the Department, from postmasters, or from others in the postal service concerning questions which involve the proper construction to be placed upon the postal regulations and orders of the Postmaster-General, and to correspond with postmasters and the public upon miscellaneous subjects not expressly assigned to other divisions of the Department.

So important in character are many of the inquiries received that any reply made thereto at variance with the law or usages of the Department might lead to great embarrassment to a postmaster or much inconvenience and even serious loss to an individual. Therefore, the proper performance of the duties assigned to the division requires a thorough knowledge of the statutes relating to postal subjects, of the regulations framed in accordance therewith, of the decisions of the courts, and of the rulings of the Department, which knowledge is acquired only by application and research.

Among the most important cases that come to this division are those which involve the question of the right of certain individuals or business firms to receive mail that is claimed by other individuals or firms, and the duty of postmasters in such cases, and questions as to the

delivery of mail addressed to minors, pensioners, deceased persons, and others. The proper treatment of mail, the ownership of which is in dispute, is exceedingly important, involving, as it frequently does, large commercial interests, and the decision in such case is an extremely delicate matter, the property right to mail that is claimed by rival firms or corporations, or persons representing conflicting interests being determined upon the prima facie evidence presented to the Department. There are, on an average, about three such cases daily to be disposed of, and I take pleasure in reporting that the decisions rendered and instructions given by this office have in no cases been reversed by the courts. In most cases the delivery of letters ought not to await the slow process of the courts, and postmasters, when in doubt, receive from this office instructions which enable them to make immediate disposition of the mail on hand.

Decisions as to whether or not certain matter shall be accepted for mailing are prepared in this division. Scurrilous and threatening matter, or that which by its terms or manner of display is calculated to reflect injuriously, is by law forbidden circulation in the mail when written or printed upon a postal card or upon the outside cover or wrapper. Obscene and indecent matter is also prohibited circulation in the mails. Decisions in these cases, however, are fraught with difficulties. The Department receives complaints from persons to whom advertisements have been sent, such as circulars and pamphlets so covertly worded as to make it appear that certain obscene and indecent articles will be forwarded, while, as a matter of fact, in many cases, the articles sent are of an entirely different nature and not such as may be considered objectionable. So-called medical pamphlets, which in many instances are laden with questionable cuts, allusions, and descriptions, also give rise to complaints from persons to whom such matter is sent. It has, however, been found exceedingly difficult to secure convictions for the mailing of obscene and indecent matter when the case is tried by jury, and when full and convincing proof of the intent of the mailing party must be thoroughly established.

PRIVATE POST-OFFICE BOXES.

The attention of Congress ought to be called to the private-letter-box abuse in large cities. It is often impossible to locate persons engaged in conducting fraudulent and unlawful correspondence through the mails, who, for a small sum, can rent a box in some cigar or stationery store through which to receive letters addressed to them, instead of having them addressed and delivered to their places of residence or from the post-office. The private-letter-box system has so many objectionable features that it should be abolished by law. Bills have been introduced in Congress, which, if enacted into law, would effectually abolish such interference with the postal service as well as remove an evil which is demoralizing in its results and serves to promote correspondence which could not otherwise be successfully conducted through the mails. For many years the Department has contended against the use of private post-office boxes for hire located in stores and other places not authorized by the Postmaster-General for post-office business. Various laws have been enacted by Congress calculated to prevent the mails becoming the medium through which fraudulent schemes for the sale of "green goods," lottery tickets, etc., may be conducted,

certain correspondence being forbidden and penalties imposed for offenses against the law whenever the guilty parties are discovered and convicted.

The regulations concerning the delivery of mail authorize parents and guardians to control the mail of minor children whenever, in their judgment, it is necessary to exercise that discretion; they also forbid the delivery of fictitious matter unless directed for delivery at a designated place, the object of the regulations being to prevent, as far as possible, immoral as well as unlawful correspondence. When, however, as is frequently the case, such correspondence is directed for delivery at a certain street and number, private letter boxes are rented (to persons whose names, business, and responsibility are entirely unknown to the owner of the boxes), the regulations are evaded and mail delivered which could not be obtained from the post-office through the general delivery. In some instances it has proved impossible for the inspectors of the Department to sufficiently connect the addressees of letters directed to such places where private letter boxes are rented with a crime against the postal laws to secure their arrest and conviction, for when letters are delivered by carriers at a street and number and subsequently deposited in such boxes they are out of the jurisdiction of the service and identification of the addressees can not be had. Such, however, is not the case where delivery is made by an officer of the Department from an authorized place for the delivery of mail. Postmasters in the larger cities do not, under the regulations, rent boxes in their offices to persons known to be conducting fraudulent business through the mails. In fact, the regulations enjoin upon postmasters to exercise extreme care in renting boxes and require the applicant to certify over his signature that "the box shall not be used for the promotion of any fraudulent purpose or in pursuance of any illegal business." They also require him to furnish his address, business in which he is engaged, if any, and to give reference. In no case has it been found that the rule is oppressive or obnoxious to any person who does not desire to use the box for an improper purpose; nor would the abolishment of the private-letter-box system (where the boxes are maintained as a business venture in competition with those authorized by law and from which the postal revenues to a great extent are derived) interfere with the free and unlimited use of the mails for any proper purpose.

BOYCOTTING POST-OFFICES.

Because of political differences, selfish motives, petty jealousies, etc., the compensation of postmasters is, in many instances, seriously reduced, and the organized plan of the postal service is interfered with. At Presidential post-offices this is accomplished by the purchasing of stamps elsewhere; and at fourth-class post-offices by the collecting and mailing of letters on the cars or at other post-offices, thereby depriving the postmasters at such offices of the cancellation of stamps. This is carried to a grievous extent in some communities and is such an interference with the usual and regular disposition of the mails as, in my opinion, calls for legislation by Congress. Several bills have been introduced in Congress calculated to correct this injustice and to secure to postmasters the business properly belonging to their offices, but I regret to say that none of them was passed.

EXPLOSIVES AND OTHER HARMFUL MATTER IN THE MAILS.

I recommend that the attention of Congress be called to the frequent mailing of explosives and other harmful matter. The Department has authority to withdraw such matter from the mails when found, but as it is generally sent sealed, the contents are unknown until revealed by a fire or after delivery to the addressee. I suggest that inflammable matter be absolutely forbidden carriage in the mails and a severe penalty be provided for depositing it to be so transported, and that a penalty be provided for mailing disease germs except under such regulations as the Postmaster-General shall prescribe.

COUNTERFEIT POSTMARKING STAMPS.

Counterfeit postmarking stamps have been used on advertising matter circulated outside the mails, and such use has resulted in many complaints to the Department of the missending and delay of such matter, some of which complaints have been investigated. The act of Congress approved August 23, 1894, authorizes and directs postmasters at offices of the fourth class to execute pension vouchers and to place thereon an impression of the postmarking stamp as evidence, in the same manner as the "seal" is used by an officer having a seal. I recommend that Congress be requested to provide a penalty for the counterfeiting of the postmarking stamp or for the use of a postmarking stamp for any unlawful or improper purpose.

ROBERT J. WYNNE,
First Assistant Postmaster-General.

HON. HENRY C. PAYNE,
Postmaster-General.

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
1903.

REPORT OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1903.

SIR: I have the honor to submit the following report of the Office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1903:

GENERAL STATEMENT OF MAIL SERVICE.

The mail service in operation June 30, 1903, was as follows:

Service.	Number.	Aggregate length.	Annual rate of expenditure.
		<i>Miles.</i>	
Star routes	20,613	249,364.68	\$6,614,999.96 ¹ / ₂
Special-office routes	1,441	13,485.83	87,238.79
Steamboat routes	214	39,904.65	679,724.92
Railroad routes	2,935	192,852.08	86,607,524.80
Railway post-office car routes	272	50,499.62	5,279,323.79
Railway Mail Service (officers and clerks)	10,555	.....	11,250,042.12
Mail-messenger routes	7,600	5,113.29	1,111,145.51
Wagon routes (in cities)	263	1,252.16	869,247.18
Electric and cable car routes	379	4,253.33	461,216.40
Pneumatic-tube routes	3	12.49	201,095.14
Necessary and special facilities on trunk lines			167,175.00
Mail equipments			324,813.23
Miscellaneous items			995.46
Total inland mail service			63,594,542.34 ¹ / ₂
Foreign mails:			
Aggregate cost		\$2,615,782.76	
Less intermediary service to foreign countries		232,198.96	
			2,383,583.80
Total			65,978,131.14 ¹ / ₂

Summary of all classes of domestic mail in operation June 30, 1903.

Number of routes	33,448
Length of routes .....miles..	506,268.46
Number of miles traveled per annum	493,193,359.28
Annual rate of expenditure	\$63,594,542.34 ¹ / ₂
Rate of cost per mile traveled .....cents..	12.89
Rate of cost per mile of length	\$125.61
Average number of trips per week	9.36

Comparison with the report of June 30, 1902, shows:

		Per cent.
Decrease in number of routes	1,263	or 3.63
Decrease in length of routes.....miles..	1,272.07½	or .25
Increase in miles traveled per annum.....	18,958,671.35	or 4
Increase in annual rate of expenditure.....	\$4,312,664.81½	or 7.27
Increase in rate of cost per mile traveled.....cents..	0.39	or 3.12
Increase in rate of cost per mile of length.....	\$8.81	or 7.54
Increase in average number of trips per week	38	or 4.23
Number of contracts drawn in duplicate during the year	5,831	
Proposals received during the year under general advertisement.....	4,174	
Proposals received during the year under bulletin advertisements.....	7,746	

MAIL SERVICE IN DETAIL.

The mail service in operation on June 30, 1903, for the several classes was as follows:

STAR SERVICE.

Number of routes	20,613
Length of routes	249,364.68
Number of miles traveled per annum	127,240,152.72
Annual rate of expenditure	\$6,614,999.95½
Rate of cost per mile traveled	5.20
Rate of cost per mile of length	\$26.52
Average number of trips per week.....	4.90

Comparison with the report of June 30, 1902, shows:

		Per cent.
Decrease in number of routes	1,154	or 5.30
Decrease in length of routes.....miles..	10,175.24½	or 3.92
Decrease in annual travel	2,847,071.92	or 2.18
Increase in annual rate of expenditure.....	\$968,226.38½	or 17.14
Increase in rate of cost per mile traveled.....cent..	.86	or 19.81
Increase in rate of cost per mile of length.....	\$4.77	or 21.93
Increase in average number of trips per week .....	.09	or 1.87

The appropriation for the last fiscal year was \$6,715,000. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1903, was \$6,561,819.35, leaving an unexpended balance of \$153,180.65. From this amount must be deducted all accounts chargeable to this appropriation which had not been stated by the Auditor up to September 30, 1903.

The appropriation for the current fiscal year is \$6,960,000.

The annual rate of expenditure for all star service was:

July 1, 1903.....	\$7,161,196.98½
September 30, 1903.....	7,063,333.49½

The amount estimated as necessary for the fiscal ending June 30, 1905, is \$8,100,000, being \$1,140,000, or 16.37 per cent more than the appropriation for the current fiscal year, and 13.28 per cent more than the estimated expenditure for the current year.

Annual letting of contracts.—The contracts for the star routes in the third contract section, embracing the following States, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, expired June 30, 1903, and new contracts were made last year for all of the star service in those States for the four-year term from July 1, 1903,

to June 30, 1907. These new contracts covered 3,340 routes, aggregating 32,724.89 miles in length and 19,343,981.28 miles of annual travel, at an annual rate of expenditure of \$1,276,277.07, an increase over the annual rate on June 30, 1903, of \$556,988.14½. The average rate per mile traveled on June 30, 1903, under the old contracts was 3.77 cents. On July 1, 1903, the average rate under the new contracts was 6.59 cents per mile traveled, an increase of 2.82 cents per mile, or 74.80 per cent.

The new contracts contemplate additional and better service. They require not only the transportation of mail in pouches between post-offices as formerly, but also the delivery of mail into boxes or of private mail bags to mail cranes along the routes for all persons residing upon or near the routes who choose to erect boxes or cranes and request that their mail be so delivered, and also the carrying of the private mail bag from the crane to the post-office. The old contracts did not obligate the carrier to thus deliver and collect mail. It was optional with him. He could perform the service for one and not for another. If he did perform it, he could make such charge for this service as he saw fit, which charge whether reasonable or not had to be paid by the person so receiving his mail. But now under the new contracts the privilege of having the additional postal facility is extended to all, and the cost is included in the contract price.

The higher rate paid under these new contracts may be further accounted for by the fact that the old contracts which expired with the 30th of June last were awarded about four and a half years prior to that date, since which time conditions have radically changed. Prices have advanced for labor, stock, feed, and other equipment, and higher rates prevail in all lines of industry, so that the sum for which a route could be let then could not secure the same service to-day, to say nothing of the improved service.

Again, within the past four and a half years the rural free-delivery service has been largely extended, for which Congress has fixed a salary of \$600 per annum to the carrier, and bidders for star service in support of the reasonableness of their bids frequently make comparison with the higher rates paid the rural carriers in the same vicinity. This tends to increase the rate paid for star service.

However, notwithstanding the changed conditions at the average rate paid under the new contracts in the section referred to, 6.59 cents per mile traveled, a contractor traveling 22 miles each week day would receive about \$1.45 per day, or \$453.79 per annum.

These contracts were let to those persons only who agreed to live within the delivery of some post-office on the route to be operated, and to give their personal supervision to the performance of the service. Thus all the money paid by the Department goes to the local contractor, and the people secure a higher grade of service than was possible under the practice which prevailed some three years ago, when nonresident speculators were permitted to become contractors and to sublet their routes to persons of their own selection, the speculator having in view the largest possible profit to himself rather than the best obtainable service for the public.

Advertisement for proposals.—The general advertisement issued September 15, 1903, and now pending invites proposals for carrying the mails during a term of four years, from July 1, 1904, to June 30,

1908, on all the star and steamboat service in the second contract section, embracing the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, and Kentucky, and the island of Porto Rico. The star service included in this advertisement calls for 5,577 routes, aggregating 58,851.22 miles in length and 30,928,593.28 miles of annual travel, being 750,327.76 miles, or 2.48 per cent more in annual travel than were in operation on July 1, 1903.

The annual rate of expenditure on September 30, 1903, for star service in this section was \$1,040,479.53.

Box delivery on star routes.—For the purpose of issuing advertisements and making contracts for transporting mails on star routes the United States is divided into four contract sections, and new contracts for a term of four years are made in some one of the sections each year. During the past three years, as the contracts were about to expire, there have been incorporated into the new advertisements and contracts provisions whereby all persons living on or near the routes could have their mail delivered by the carriers into boxes erected along the lines of the routes. This system of box delivery wherever practicable was applied July 1, 1901, to all of the first contract section, including the thirteen States from Maine to West Virginia, which at the close of the last fiscal year had 5,365 routes; on July 1, 1902, to the fourth contract section, which includes all but three of the States and Territories west of the Mississippi River, having 6,159 routes, and on July 1, 1903, to the third contract section, covering the eight States in the Middle West north of the Ohio or bordering the Mississippi River, having 3,340 routes. South Carolina was the State to which as a whole this service was first given (from July 1, 1900), and the advertisement now pending will extend the box-delivery service from July 1, 1904, to the remaining seven of the Southern States and Porto Rico, which compose the second contract section, containing 5,577 routes. The feature of delivering mail into boxes along the lines of routes will then have been extended to the entire system of star service on more than 20,000 routes, aggregating over 249,000 miles in length. At the close of the last fiscal year the box delivery had been in effect in the first section (the far East) for two full years, and in the fourth section (the far West) for one year, and in June last inquiries were sent to each of the 11,524 routes in those two sections to ascertain the extent to which the people were availing themselves of this facility. The replies received from 10,545 routes show that 73,960 boxes or cranes have been erected along these routes and that 103,743 families are having their mail delivered to them by the carriers by the means of these boxes or bags attached to cranes. The reports indicate that this service is generally satisfactory to the people who are served by it.

The following is a summary of these reports by States:

State.	Routes in State June 30, 1903.	Replies received.	Boxes or cranes along route.	Families supplied by boxes or cranes.
<i>First contract section.</i>				
Maine.....	408	368	3,334	4,213
New Hampshire.....	158	144	1,198	1,563
Vermont.....	186	169	1,642	1,992
Massachusetts.....	165	152	999	1,321
Rhode Island.....	28	24	100	177
Connecticut.....	95	86	538	782
New York.....	894	764	8,344	10,025
New Jersey.....	179	163	773	861
Pennsylvania.....	1,191	1,040	8,458	11,337
Delaware.....	25	26	108	144
Maryland.....	252	235	1,045	1,435
Virginia.....	1,152	926	4,975	7,600
West Virginia.....	636	484	3,918	5,522
Total.....	5,365	4,581	35,432	47,022
<i>Fourth contract section.</i>				
Arkansas.....	752	729	3,791	5,540
Louisiana.....	437	437	1,183	2,164
Texas.....	1,243	1,196	7,906	12,591
Indian Territory.....	225	216	468	674
Oklahoma.....	307	296	3,408	4,616
Kansas.....	272	266	3,117	3,648
Nebraska.....	247	238	2,060	2,657
South Dakota.....	207	208	1,246	1,640
North Dakota.....	235	231	1,029	1,598
Montana.....	185	177	1,075	1,652
Wyoming.....	127	119	691	928
Colorado.....	248	238	1,266	2,087
New Mexico.....	161	157	338	686
Arizona.....	89	83	271	426
Utah.....	114	110	356	476
Idaho.....	192	185	989	1,449
Washington.....	238	231	1,905	2,839
Oregon.....	312	302	3,692	4,858
Nevada.....	94	93	373	566
California.....	479	458	3,365	5,626
Total.....	6,159	5,964	38,528	56,721
Grand total.....	11,524	10,545	73,960	103,743

The box-delivery service in the third contract section (the middle West) having gone into effect only on the 1st of July of this year, no data has as yet been collected as to the number of boxes in use or the number of families served.

Collection from boxes on star routes.—All carriers on star routes have been required by statute in force for many years past to receive any mail matter presented to them, if properly prepaid by stamps, and deliver the same for mailing at the next office at which they arrive, without additional pay. When box delivery was inaugurated, it was not thought advisable to include at first the collection of mail from the boxes along the routes. Subsequently a partial collection of mail was secured by requiring the carrier to take any private bags that might be suspended from cranes or posts along his route and deposit them at the next office at which he arrived. It was not until last year, however, that the bulletin advertisements were changed so as to require a complete collection of mail from all boxes along the routes under contracts effective on or after July 1, 1903. The first general advertisement in which this complete box-collection service was incorporated was that issued September 15, 1903, and now pending, for the second contract section covering the Southern States

above named, the contracts for which will go into effect July 1, 1904. The conditions governing the depositing and collecting of mail as inserted in the general advertisement are as follows:

MAIL CARRIERS TO DEPOSIT AND COLLECT MAIL ALONG THE ROUTES.

In addition to carrying the mails to the various post-offices on the star routes covered by this advertisement, the carrier on each route (except where otherwise specifically stated) will be also required to deliver mail into all boxes and hang small bags or satchels containing mail on cranes or posts that may be erected along the route, and to collect mail from boxes, and to collect the bags or satchels from the cranes or posts, under the following conditions.

Any person living on or near any star route herein described, and not within the corporate limits of any town or within 80 rods of any post-office, who desires his mail deposited at a given point on the line of the route by the carrier on said route may provide and erect a suitable box or crane on the roadside, located in such manner as to be reached as conveniently as practicable by the carrier without dismounting from the vehicle or horse, and such person shall file with the postmaster at the post-office to which his mail is addressed (which shall be one of the two post-offices on the route on either side of and next to the box or crane) a request in writing for the delivery of his mail to the carrier on the route for deposit at the designated point, at the risk of the addressee. The small bag or satchel above mentioned, as well as the box or crane, must be provided by the person for whose use it is intended, without expense to the Department.

It shall be the duty of the postmaster at every such post-office, upon a written order from any person living on or near the star route, to deliver to the proper mail carrier for that route any mail matter—placing in the respective satchels, where such are used, the mail for the persons to whom such satchels belong—with instructions as to the proper mail box or crane at which said mail matter shall be deposited; but registered mail shall not be so delivered unless expressly requested by the addressee in his written order. No mail matter so delivered to a carrier shall be carried past another post-office on the route before being deposited into a mail box or hung on a crane or post.

The carrier on the star route will be required to receive from any postmaster on the route any mail matter or private mail satchel that may be intrusted to him, outside of the usual mail bag, and shall carry such mail matter or private mail satchel to and deposit it into the proper mail box or hang it on the proper mail crane placed on the line of the route for this purpose; also to collect the mail from the boxes (when a signal is displayed to indicate that a box contains mail to be taken) and to deposit the same in the next post-office at which he arrives; and to take the mail satchel, where one is used, either with or without mail, from the mail crane or post and carry it to the next post-office; such service by the carrier to be without charge to the persons sending or receiving the mail.

The mail carriers must be reliable and trustworthy persons, of good character and of sufficient intelligence to properly handle and deposit the mail along the routes.

The Department does not prescribe any particular design of box or satchel to be used for this service, but the person providing either should see that it is of such character as to afford ample protection to his mail. The box or crane should be so located on the roadside that the carrier can deposit the mail without leaving his vehicle or horse, and yet not where it will obstruct public travel.

A patron desiring the collection of mail from his box should inform the carrier of the signal adopted by which the presence of mail in the box for collection will be indicated.

The law provides that every carrier of the mail shall receive any mail matter presented to him, if properly prepaid by stamps, and deliver the same for mailing at the next post-office at which he arrives, but that no fees shall be allowed him therefor.

Delivery and collection of mail by star-route carriers will not be permitted over such portions of star routes as may have in operation the rural free-delivery service, except as an additional or supplemental service when shown to be necessary and practicable.

The depositing and collecting of mail along the line of the route will not be required of carriers on steamboat routes unless herein otherwise stated.

Star service discontinued.—The star service discontinued during the year ended June 30, 1903, by reason of the establishment of rural free-delivery service amounted to \$303,195.94. In some cases this office

subsequently found it necessary to reestablish the star service, but the cost of service as reestablished has not been deducted from the amount above named.

Alaska.—Among the extensions of new lines of service in Alaska arranged for last year may be mentioned the following:

From Homer to Kenai, 150 miles, one round trip a month, from November 1 to March 31 of each year; from Fort Yukon, by Coldfoot, to Bettles, 250 miles, one round trip each month, except May and October of each year; from Teller to Igloo, 65 miles, once a week by steamboat in the summer and twice a month overland during the winter; from Circle to Mastodon, 60 miles, once a week from June 1 to September 30 and twice a month the remainder of each year; from Nome, by Solomon, Council, Candle, Keewalik, and Deering, to Kotzebue, about 300 miles overland by dog sleds, ten round trips during last winter, from December 1 to April 30.

For the summer season just closed steamboat service was authorized on the Tanana River between Tanana and Fairbanks, 275 miles, the supply point for the newly discovered gold diggings, as often as the steamers of two transportation lines might run, not exceeding fourteen round trips during the season; and also steamer service from Teller, by Wales and Deering, to Kotzebue, 355 miles, seven round trips during the season of navigation.

In addition to the above, a contract has been authorized for a route from Barrow (Point Barrow), by Hope (Point Hope), to Kotzebue, about 650 miles, two round trips during each winter season, beginning with November 1, 1903, which service is expected to be performed by reindeer. Also a contract for service from Valdez, on the southern coast, by mouth of Chistochena River, Chisna, mouth of Delta River, Fairbanks and Chena, to Tanana, about 620 miles, two round trips a month from December 1 to April 30 of next winter, running time each way not to exceed twenty-five days, mails to be carried by dog teams in connection at Valdez with steamers to and from Seattle. A portion of this route extends through a section of country which has not heretofore enjoyed mail facilities. An agent of this office made a personal inspection of the country through which the route will pass, prior to its authorization, and his report indicated that the route is a feasible one, and that it will materially shorten the time between the coast and interior Alaskan points.

The following is a summary of the service in Alaska under arrangements made to October 15, 1903:

Service.	No. of routes.	Length.	Annual travel.	Annual pay.
		<i>Miles.</i>	<i>Miles.</i>	
Star.....	31	5,483.50	193,125.52	\$197,516.50
Steamboat.....	17	13,368.00	713,622.00	122,463.86
Railroad.....	1	19.79	14,407.12	2,216.67
Mail messenger.....	2	4.80	2,995.20	725.00
Total.....	41	18,876.09	924,149.84	322,921.82

Porto Rico.—The contracts for star and steamboat service in Porto Rico will expire June 30, 1904, and the service is included in the general advertisement now pending for the second contract section looking to a reletting from July 1, 1904.

The following is a summary of mail service in operation in Porto Rico June 30, 1903:

Service.	No. of routes.	Length.	Annual travel.	Annual pay.
		<i>Miles.</i>	<i>Miles.</i>	
Star.....	32	545. 73	379, 920. 32	\$30, 896. 07
Steamboat.....	2	2, 814. 00	90, 048. 00	43, 400. 00
Railroad.....	3	113. 66	70, 923. 84	4, 858. 96
Mail-messenger.....	10	6. 82	11, 427. 52	1, 048. 00
Special-office.....	2	18. 50	1, 564. 00	.....
Total.....	49	3, 498. 71	563, 873. 68	80, 208. 03

Hawaii.—This office has an assistant superintendent of Railway Mail Service in Hawaii to supervise the details connected with mail transportation. The following items are taken from his report of the service covering the year ended June 30, 1903:

There were 1,878 arrivals and departures of mail steamers at Honolulu, divided as follows: Between Honolulu and other Hawaiian ports, 1,482; between Honolulu, Laysan, Midway, and Guam, 6; between Honolulu and San Francisco, 188; between San Francisco, Honolulu, and Hilo, 18; between San Francisco, Honolulu, and Manila, by United States Army transports, 14; and between Honolulu and Hongkong, Sydney and Vancouver, 170.

The closed mails conveyed by local steamboat routes, star routes, and railroad routes within the Territory of Hawaii aggregated 45,632 pouches and 5,113 sacks of mail matter. Of these the Honolulu post-office dispatched and received 25,473 pouches and 5,113 sacks, and the local exchanges between other post-offices amounted to 20,159 pouches.

Over the star routes in transit there were carried 9,003 pouches and 2,761 sacks, and over railroad routes 2,706 pouches and 578 sacks.

The closed mails carried by ocean steamers between San Francisco and Hawaii aggregated 3,859 pouches and 16,677 sacks; and between Honolulu and foreign ports 2,230 bags of letters and 897 bags of prints.

The local steamboat routes cover all navigable waters within and around the several islands comprising the Hawaiian group. Every landing on the islands is touched by some mail steamer. Every steamer plying between Hawaiian ports carries the mails. The star route and mail messenger service on the islands is so arranged as to connect mail steamers at any time whether the steamers are running on a regular schedule or at irregular intervals. In either case at the first port at which a steamer lands on any island telephone communication is had with all post-offices on that island advising as to mails carried by the steamer and at what points they will be landed. With this information the carriers meet the steamers at any designated landing and take the mails to destination without delay.

All post-offices in the islands make reports at regular intervals concerning the mail transportation service to the agent in charge, and the service as now operated appears to give general satisfaction to the public.

The following is a summary of mail service in Hawaii in operation June 30, 1903:

Service.	Number of routes.	Length.	Annual travel.	Annual pay.
		<i>Miles.</i>	<i>Miles.</i>	
Star.....	27	561.37	169,468.44	\$19,608.00
Steamboat.....	13	13,981.00	414,642.00	69,000.00
Railroad.....	4	104.05	105,184.68	3,550.38
Mail-messenger.....	47	119.72	32,386.64	4,076.00
Total.....	91	14,770.14	712,696.76	96,234.38

SPECIAL-OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1903, was \$37,238.79; during the year ended June 30, 1902, \$38,847.73.

The number of special offices on June 30, 1903, was 1,441 with an aggregate length of 13,485.83 miles, and an annual travel (estimated on the basis of 2.21 average trips per week) of 3,107,112.04 miles.

Comparison with the previous year shows—

	Per cent.
Decrease in number of routes.....	347 or 19.40
Decrease in length of routes.....miles..	3,063.31 or 18.51
Decrease in annual travel.....do.....	635,028.52 or 16.96
Decrease in annual expenditure.....	\$1,608.94 or 4.14
Increase in rate of cost per mile traveled.....cent..	0.15 or 14.42
Increase in rate of cost per mile of length.....	\$0.41 or 17.44
Increase in average number of trips per week.....	.04 or 1.84

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied, or an amount of mail to be carried that will justify such action, regular contract service is provided for its supply.

STEAMBOAT SERVICE.

Number of routes.....	214
Length of routes.....miles..	39,904.65
Annual travel.....do.....	5,532,479.46
Annual rate of expenditure.....	\$679,724.92
Rate of cost per mile of length.....	\$17.03
Rate of cost per mile traveled.....cents..	12.28
Average number of trips per week.....	1.33

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	4 or 1.90
Increase in length of routes.....miles..	5,565.80 or 16.20
Increase in annual travel.....do.....	116,081.74 or 2.14
Increase in annual rate of expenditure.....	\$81,473.87 or 13.61
Increase in rate of cost per mile traveled.....cents..	1.24 or 11.23
Decrease in rate of cost per mile of length.....	\$0.39 or 2.23
Decrease in average number of trips per week.....	.18 or 11.92

The appropriation for the last fiscal year was \$641,000, which, with the sum of \$35,000, appropriated by the deficiency act of March 3, 1903, made a total of \$676,000 available for the year.

The sum expended, as reported by the auditor, on accounts stated to September 30, 1903, was \$634,957.08, leaving an unexpended balance of \$41,042.92, out of which must be paid the accounts not adjusted on that date.

The annual rate of expenditure on July 1, 1903, under contracts made during the past fiscal year for the performance of steamboat service from July 1, 1903, to June 30, 1907, in the third contract section, was \$17,080.17, an increase in the annual rate of expenditure on June 30, 1903, of \$5,122.19, or 42.83 per cent. The rate of cost per mile traveled in that section on June 30, 1903, was 5.97 cents; on July 1, 1903, 6.30 cents, an increase of 5.52 per cent.

The general advertisement of September 15, 1903, now pending, includes the steamboat service covered by the second contract section. This service embraced on July 1, 1903, 46 routes, with an aggregate length of 5,195.60 miles and an annual travel of 1,189,214.64 miles at an annual rate of expenditure of \$205,942.90, or 17.31 cents per mile. The advertisement calls for an increase of 3 routes and of 92,254.64 miles of annual travel, an increase of 7.75 per cent.

The appropriation for the current fiscal year is \$693,000. The annual rate of expenditure was—

July 1, 1903.....	\$702, 791. 45
September 30, 1903.....	704, 954. 28

The amount estimated as necessary for the fiscal year ending June 30, 1905, is \$798,000, being \$105,000, or 15.15 per cent, more than the appropriation for the current fiscal year.

MAIL-MESSENGER SERVICE.

Number of routes.....	7, 600
Length of routes.....miles..	5, 113. 29
Annual travel.....do.....	10, 629, 373. 02
Annual rate of expenditure.....	\$1, 111, 145. 51
Rate of cost per mile of length.....	\$217. 30
Rate of cost per mile traveled.....cents..	10. 45
Average number of trips per week.....	19. 99

Comparison with the previous year shows:

	Per cent.
Increase in number of routes.....	58 or 0. 77
Decrease in length of routes.....miles..	144. 95 or 2. 75
Increase in annual travel.....do.....	133, 750. 62 or 1. 27
Increase in annual rate of expenditure.....	\$55, 171. 45 or 5. 22
Increase in rate of cost per mile of length.....	\$16. 48 or 8. 20
Increase in rate of cost per mile traveled.....cent..	. 39 or 3. 87
Increase in average number of trips per week.....	80 or 4. 17

The appropriation for the last fiscal year was \$1,083,000, which, with the sum of \$15,000 appropriated by the deficiency act of March 3, 1903, made a total of \$1,098,000 available for the year. The sum expended, as per Auditor's report, was \$1,091,259.98, leaving an unexpended balance of \$6,740.02.

The appropriation for the current fiscal year is \$1,160,000. The annual rate of expenditure was:

July 1, 1903.....	\$1, 106, 425. 12
September 30, 1903.....	1, 127, 885. 71

The amount estimated as necessary for the fiscal year ending June 30, 1905, is \$1,248,000, being \$88,000, or 7.58 per cent, more than the appropriation for the current fiscal year.

PNEUMATIC-TUBE SERVICE.

The contracts now in force for transmitting mail by pneumatic tubes were executed pursuant to a provision contained in the appropriation act approved April 21, 1902, reading as follows:

For the transmission of mail by pneumatic tubes or other similar devices, * * *; and the Postmaster-General is hereby authorized to enter into contracts for a period not exceeding four years after public advertisement once a week for a period of six consecutive weeks in not less than five newspapers, one of which shall be published in each city where the service is to be performed; that the contracts for this service shall be subject to the provisions of the postal laws and regulations relating to the letting of mail contracts, except as herein otherwise provided, and that no advertisement shall issue until after a careful investigation shall have been made as to the needs and practicability of such service until a favorable report, in writing, shall have been submitted to the Postmaster-General by a commission of not less than three expert postal officials, to be named by him; nor shall such advertisement issue until in the judgment of the Postmaster-General the needs of the postal service are such as to justify the expenditure involved. Advertisements shall state in general terms only the requirements of the service and in form best calculated to invite competitive bidding.

That the Postmaster-General shall have the right to reject any and all bids; that no contract shall be awarded except to the lowest responsible bidder, tendering full and sufficient guaranties, to the satisfaction of the Postmaster-General, of his ability to perform satisfactory service, and such guaranties shall include an approval bond in double the amount of the bid.

That no contract shall be entered into in any city for the character of mail service herein provided which will create an aggregate annual rate of expenditure, including necessary power and labor to operate the tubes, and all other expenses of such service, in excess of four per centum of the gross postal revenue of said city for the last preceding fiscal year.

That no contract shall be made in any city providing for three miles or more of double lines of tube which shall involve an expenditure in excess of seventeen thousand dollars per mile per annum, and said compensation shall cover power, labor, and all operating expenses.

That the Postmaster-General shall not, prior to June thirtieth, nineteen hundred and four, enter into contracts under the provisions of this act involving an annual expenditure in the aggregate in excess of eight hundred thousand dollars; and thereafter only such contracts shall be made as may from time to time be provided for in the annual appropriation act for the postal service; and all provisions of law contrary to those herein contained are repealed.

Pursuant to this statute, advertisements were issued inviting proposals for pneumatic-tube service on various routes in the cities of Boston, Brooklyn, New York, Philadelphia, Washington, Chicago, and St. Louis. Bids were received and as a result contracts were executed as follows:

Boston, Mass., route No. 504003, a contract dated September 27, 1902, with the Boston Pneumatic Transit Company, for service by a system employing an 8-inch tube between general post-office and North Station, between general post-office and South Station, and between South Station and Essex Street Station, distance 2.07 miles, at the rate of \$33,120 per annum, being \$16,000 per mile of double lines of tubes, for the term beginning with the construction, acceptance, and operation of all or a part of the pneumatic tubes and ending June 30, 1906; and by a system employing a 10-inch tube between Essex Street Station and Back Bay Station, and between Essex Street Station and Station A (South End) and Roxbury Station, distance 3.39 miles,

at the rate of \$32,868 per annum (\$9,695.57 per mile) for double lines of tubes, for the term beginning with the construction, acceptance, and operation of all or a part of the tubes and ending June 30, 1904, and thereafter for service until June 30, 1906, provided Congress shall make a provision by law for the same at the rate of \$16,000 per mile of double lines of tubes per annum.

On November 1, 1902, that part of the service between the general post-office and North Station, 0.87 of a mile, was inaugurated.

On March 1, 1903, that part between Essex Street Station and Back Bay Station, and between Essex Street Station, Station A (South End), and Roxbury Station, 3.39 miles, was started.

On September 1, 1903, the remainder of the route specified by the contract, viz, between the general post-office and South Station, 0.73 of a mile, and between South Station and Essex Street Station, 0.47 of a mile, was put into operation.

There was also an extension authorized under this contract for service by a double line of 10-inch tubes between Roxbury Station and Uphams Corner Station, 1.43 miles, at a cost of \$13,864.67 per annum, and which went into effect July 15, 1903.

Thus the full service in Boston is now in operation, the length of route being 2.07 miles of double lines of 8-inch tubes and 4.82 miles of double lines of 10-inch tubes, a total of 6.89 miles, for which the annual compensation is \$79,852.67.

The service in Boston as specified connects the general post-office with seven branch post-offices, two of which are located in the North Union and South Terminal stations, affording a direct connection with all trains at these railroad stations. This is the first city to have all of the service contracted for put into operation.

The hours of operation are from 3.30 a. m. to 11.30 p. m., covering all of the business day and the time at night when collections are made.

The establishment of the tube service has resulted in the rearrangement of the delivery districts of the general post-office, Back Bay, Roxbury, South Boston, and Dorchester stations; the reorganizing of the street-railway postal-car service; the changing of the special delivery service so as to make deliveries from the several stations connected by pneumatic-tube service, and the entire mail service in Boston has felt in a marked degree the benefit provided by the installation of pneumatic tubes for the transmission of the mails in that city.

New York, N. Y., route No. 507006, a contract dated September 27, 1902, with the New York Mail and Newspaper Transportation Company, for service by a system employing an 8-inch tube between general post-office and Station P; between general post-office and Station S, Station D, Madison Square station, Station F, and Station H; between general post-office and Brooklyn, N. Y., post-office; between general post-office, Station V, Station A, Station O, Station E, and Station H; between Station H, Station Y, Station K, Station U, Station L, and Station J; between Station H, Station G, Station N, Station W, Station I, and Station J; distance, 24.653 miles; at the rate of \$414,145.74 per annum, being \$16,799 per mile of double lines of tubes, for the term beginning not earlier than November 1, 1902, with the construction, acceptance, and operation of all or a part of the pneumatic tubes, and ending June 30, 1906.

From November 28, 1902, service was put into operation under this contract on that part of this route between the general post-office and

Station P, 0.775 of a mile; between the general post-office, Station D, Madison Square station, Station F, and Station H, 4.419 miles; and between the general post-office and Brooklyn post-office, 1.659 miles; a total of 6.853 miles, and payment therefor was authorized at the rate per mile provided by the contract, amounting to \$115,125.54 per annum. This service had previously been operated under a temporary contract from October 1 to November 27, 1902.

The work of construction of the extensions of the tube lines in New York City has not commenced, but the company reports that it has entered into negotiations with the city officials and carried the same to a successful conclusion, and now holds a permit properly approved to construct the additional line of tubes over all the lines specified in the contract; that since obtaining such permit it has made extended investigation of the routes, secured estimates of the cost of construction, and made plans for financing the same.

While no extensions have been made in the length of the route, the company has concentrated its efforts toward increasing the efficiency of the service in operation and enlarging its capacity. It has, among other improvements, introduced a new form of receiver, which results in an increase of 25 per cent in the number of carriers that may be received, and has, after investigation and conference with officials of this office, perfected a carrier designed to prevent the soiling of mails by oil and water forced into carriers by the high pressure necessary to maintain a high rate of speed.

Philadelphia, Pa., route No. 510004, a contract dated September 27, 1902, with the Pneumatic Transit Company, for service by a system employing an 8-inch tube, between general post-office, Reading Terminal, Broad Street station, and Station A; between Station A, Station J, and Station C; between general post-office, Station S, and Station O; and between Station A and Station B; and by a system employing a 6-inch tube between general post-office and Bourse Station; distance 7.642 miles, at the rate of \$129,914 per annum, being \$17,000 per mile of double lines of tubes, for the term beginning with the construction, acceptance, and operation of the tubes and ending June 30, 1906.

From July 1, 1903, service under this contract was put into operation on that part of the route between the general post office, Reading Terminal, and Broad Street Station, 0.815 of a mile, and between the general post-office and Bourse Station, 0.567 of a mile, a total of 1.382 miles, for which the compensation is \$23,494 per annum. (This part of the service was previously performed under a temporary contract from July 21, 1902, to June 30, 1903.)

No extension of the pneumatic-tube service has been made in Philadelphia during the year, but the company reports that it will soon begin work on the line between the general post-office and Stations O and S, and expects to have this line in operation by the new year and to have other routes completed as rapidly as possible, having prepared the plans and secured estimates as to the cost of construction.

Chicago, Ill., route No. 535010, a contract dated January 24, 1903, with the Chicago Postal Pneumatic Tube Company, for service by a system employing an 8-inch tube between general post-office (new site) Chicago, Rock Island and Pacific Railroad depot (Van Buren street), and Station U (Union depot); between general post-office (new site), temporary post-office, or a postal station in the vicinity of that office, South Water station, and Chicago and Northwestern Railroad depot,

or proposed postal station in the vicinity of that depot; between general post-office (new site), Illinois Central Railroad depot, Twenty-second street station, Armour station, and Stock-Yards station; distance 8.70 miles; at a compensation of \$119,625 per annum, being \$13,750 per mile of double lines of tubes; for the term of four years, beginning with the construction, acceptance, and operation of all or a part of the pneumatic tubes, provided such service begins on or before October 1, 1903, otherwise ending September 30, 1907.

No service has yet been put into operation on this route, but it is understood that the company has secured franchises and permits to open streets and to lay tubes, has begun the work of construction on the line between the general post-office and Stock-Yards station, and expects to have that part of the route (6.15 miles) in operation about February 1, 1904, and the remaining portion of the route constructed and in operation by July 1, 1904.

While the Department will be unable to occupy the new Government building before April 1, 1905, an arrangement has been made with the Treasury Department to permit of the location of a pneumatic tube station in the new building in advance of its completion and occupancy by the general post-office whenever the tube lines are ready for use.

St. Louis, Mo., route No. 545001, a contract dated September 27, 1902, with the St. Louis Pneumatic Tube Company, for service by a system employing an 8-inch tube between general post-office and terminal station (Union Railroad Depot), and between general post-office and Relay depot at East St. Louis; distance, 3.16 miles; at a maximum annual compensation of \$48,267 (the proposal specifying \$15,570 per mile per annum of double lines of tubes, but the maximum annual compensation named would be at the rate of \$15,274.37 per mile) for a term of four years beginning with the construction, acceptance, and operation of all or a part of the tubes, provided such service begins on or before July 1, 1903, otherwise ending June 30, 1907.

No service has yet been put into operation on this route, but the company reports that it has secured franchise and permits to open streets and that it has made arrangements for the use of the Eads Bridge and the connecting tunnel, and that the construction of the line between the general post-office and the Union Station has commenced and is progressing satisfactorily. All of the street work for the lines under contract is expected to be completed by December 1, 1903.

The pneumatic-tube service in operation on June 30, 1903, was as follows:

Number of routes.....	3
Length of routes.....	miles.. 12.49
Annual rate of expenditure.....	\$201,095.14

The appropriation for the last fiscal year was \$500,000, from which the Auditor reports an expenditure, under accounts stated to September 30, 1903, of \$142,867.04.

The appropriation for the current fiscal year is \$800,000, and the same amount is asked for the fiscal year ending June 30, 1905.

The effect of the act of April 21, 1902, which specified that the advertisements for this service should state the requirements in general terms in a way to invite competitive bidding, has been most satisfactory, and indeed has resulted in inventors and owners redoubling

their efforts to introduce the most improved and efficient machinery. Where only one system was in practical operation on the date of the act referred to there are to-day in operation three well-developed systems performing excellent service, and demonstrates the wisdom of Congress in devising the present methods, and it is the intention of this Office to encourage the development of the worthiest devices and the most improved plans.

It is evident that the limit of cost for this service in 8-inch lines 3 miles and more in length, fixed by Congress at not exceeding \$17,000 per mile, was not too high in view of the difficulty experienced by contractors in inducing capitalists to invest money in construction of lines of considerable length which would seem to offer fair returns on the investment. The successful completion and operation of the full lines under contract in New York and Philadelphia will be necessary to enable the Department to effectuate the improvements that are possible only after the more distant points in large cities are connected by tube service.

REGULATION, SCREEN, OR OTHER WAGON SERVICE.

Number of routes	263
Length of routes	miles.. 1, 252. 18
Annual travel	do.. 4, 606, 606. 69
Annual rate of expenditure	\$859, 247. 18
Rate of cost per mile of length	\$686. 21
Rate of cost per mile of travel	cents.. 18. 65
Average number of trips per week	35. 37

Comparison with the previous year shows—

	Per cent.
Increase in the number of routes	30 or 12. 87
Increase in length of routes	miles.. 35. 62 or 2. 92
Increase in annual travel	do.. 169, 539. 74 or 3. 82
Increase in annual rate of expenditure	\$70, 924. 51 or 8. 99
Increase in rate of cost per mile of length	\$38. 21 or 5. 89
Increase in rate of cost per mile traveled	cents.. .89 or 5. 01
Increase in average number of trips per week .....	.30 or .85

The appropriation for the last fiscal year was \$875,000. The amount reported by the Auditor as expended under accounts stated to September 30, 1903, was \$828,707.93, leaving an unexpended balance of \$46,292.07.

The annual rate of expenditure on July 1, 1903, under contracts entered into during the past fiscal year for the performance of wagon service in the third contract section from July 1, 1903, to June 30, 1907, was \$346,920, an increase of \$126,474 over the annual expenditure on June 30, 1903. The rate of cost per mile traveled on June 30, 1902, was 14.86 cents; on July 1, 1903, 21.47 cents, an increase of 49.51 per cent.

The advertisement of September 15, 1903, calling for proposals for screen-wagon service in the second contract section embraces 31,756.94 miles of annual travel more than in operation on July 1, 1903, an increase of 13.34 per cent.

The appropriation for the current fiscal year is \$990,000. The annual rate of expenditure was—

July 1, 1903	\$985, 721. 18
September 30, 1903	1, 092, 567. 18

A deficiency of approximately \$100,000 is expected for the current fiscal year, owing to the recent failure of the contractor for the service in the city of New York and the reletting of the route. The Department holds the bond of the contractor and a surety company to indemnify it for the damage suffered by reason of the failure, but all sums recovered on such bonds are covered into the Treasury and are not available for payments for mail transportation.

The amount estimated as necessary for the fiscal year ending June 30, 1905, is \$1,133,000, being \$143,000, or 14.47 per cent, more than the appropriation for the current fiscal year and 4.42 per cent more than the estimated expenditure for said year.

RAILROAD TRANSPORTATION.

Number of routes	2,935
Length of routes.....miles..	192,852.03
Annual travel.....do..	333,491,684.43
Annual rate of expenditure	\$36,607,524.80
Rate of cost per mile of length	\$189.82
Rate of cost per mile traveled	10.97
Average number of trips per week.....	16.63

Comparison with the previous year shows—

	Per cent.
Increase in number of routes	91 or 3.20
Increase in length of routes.....miles..	5,722.30 or 3.06
Increase in annual travel.....do..	20,970,205.93 or 6.71
Increase in annual rate of expenditure.....	\$1,558,313.58 or 4.44
Increase in rate of cost per mile of length.....	\$2.53 or 1.35
Decrease in rate of cost per mile traveled .....	.24 or 2.14
Increase in average number of trips per week.....	.57 or 3.55

There was no unadjusted service on June 30, 1903.

The appropriation for the last fiscal year was \$36,260,000, of which sum the Auditor reports as expended under accounts stated to September 30, 1903, \$36,195,116.18, leaving a balance of \$64,883.82.

Last year the mails were weighed on the railroad routes in the third contract section, embracing the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, for the purpose of making the regular quadrennial readjustment of pay from July 1, 1903. The annual rate of expenditure for railroad transportation in these States on June 30, 1903, based on the weighing had four years before, was \$13,289,815.56. The result of the readjustment of the pay for railroad transportation, effective July 1, 1903, in the same States for the ensuing four years, based on the reweighing (under orders issued to September 30, 1903), was an increase of \$2,439,112.83, or 18.05 per cent.

The appropriation for the current fiscal year is \$38,242,000. The annual rate of expenditure for railroad transportation was—

July 1, 1903.....	\$38,917,990.01
September 30, 1903.....	38,938,816.88

A deficiency approximating \$450,000 is anticipated in the expenditures for railroad transportation for the current year, owing to the fact that the increased expenditure in the third section resulting from the reweighing of the mails in that section to determine the payment for such service for the four-year term beginning July 1, 1903, which increase was estimated at 15 per cent, or \$1,990,957.02, proved to be 18.05 per cent, or \$2,439,112.83, being \$448,155.81 in excess of the estimate.

The amount reported by the Auditor as withheld from Pacific railroads on account of railroad transportation is \$629,275.04.

The amount estimated as necessary for the fiscal year ending June 30, 1905, is \$39,698,000, being \$1,456,000, or 3.80 per cent, more than the appropriation for the current fiscal year.

The following table will show the increase, by years, in the annual rate of expenditure for the transportation of the mail by railroad since the existing rates were fixed by Congress in 1878:

Annual increase in cost of railroad transportation from 1880 to 1903, inclusive.

Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.	Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.
1879	\$8,463,197.00			1892	\$24,196,329.71	\$1,797,461.05	8.02
1880	9,237,945.00	\$774,748.00	9.15	1893	25,716,605.85	1,520,276.14	6.28
1881	10,249,261.00	1,011,316.00	10.94	1894	27,153,091.16	1,436,485.31	5.58
1882	11,297,333.00	1,048,072.00	10.57	1895	27,961,931.78	808,840.62	2.97
1883	12,228,799.00	991,466.00	8.77	1896	28,941,890.47	979,948.69	3.50
1884	13,273,606.00	984,807.00	8	1897	30,171,542.69	1,229,662.22	4.24
1885	14,758,495.00	1,484,889.00	11.18	1898	30,786,375.89	614,833.20	2.03
1886	15,520,191.00	761,696.00	5.16	1899	31,942,150.88	1,155,774.99	3.75
1887	16,174,691.22	654,500.22	4.21	1900	33,424,982.15	1,482,831.27	4.64
1888	17,528,599.80	1,353,908.58	8.37	1901	33,881,390.24	456,408.09	1.36
1889	19,441,095.78	1,912,495.98	10.91	1902	35,049,211.22	1,167,820.98	3.44
1890	20,869,231.55	1,428,135.77	7.34	1903	36,607,524.80	1,558,313.58	4.44
1891	22,396,866.66	1,528,635.11	7.32				

Annual increase in cost of railroad transportation and railroad post-office cars combined, 1880 to 1903, inclusive.

Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.	Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.
1879	\$9,567,589.00			1892	\$27,126,529.11	\$1,942,815.29	7.71
1880	10,496,996.00	\$931,397.00	9.73	1893	28,910,195.30	1,783,666.19	6.57
1881	11,613,368.00	1,114,372.00	10.61	1894	30,358,190.01	1,447,994.71	5
1882	12,753,184.00	1,139,816.00	9.81	1895	31,206,342.58	847,152.57	2.79
1883	13,867,800.00	1,134,616.00	8.89	1896	32,406,797.17	1,200,454.59	3.84
1884	15,012,603.00	1,124,803.00	8.09	1897	33,876,521.19	1,470,721.02	4.63
1885	16,627,963.00	1,615,360.00	10.76	1898	34,708,647.56	827,326.37	2.44
1886	17,336,512.00	708,549.00	4.25	1899	36,117,875.74	1,414,028.18	4.06
1887	18,066,271.72	719,759.72	4.15	1900	37,798,981.74	1,676,106.00	4.64
1888	19,524,959.15	1,468,687.43	8.13	1901	38,519,624.27	725,642.53	1.92
1889	21,639,613.38	2,114,654.18	10.83	1902	39,953,607.95	1,433,983.68	3.72
1890	23,395,231.66	1,756,618.33	8.11	1903	41,886,848.59	1,933,240.64	4.84
1891	25,183,713.82	1,788,482.16	7.64				

SPECIAL FACILITIES.

The annual rate of expenditure for "necessary and special facilities on trunk lines" on June 30, 1903, was \$167,175. and this sum was applied as shown in the following table:

Route No.	Termini.	Railroad company.	Miles.	Pay per an- num.
114002	Washington, D. C., to Danville Junction, Va. (n. o.)	Southern Rwy.	238.22	\$29,777.50
118013	Danville Junction to Charlotte, N. C.	do	142.00	17,750.00
118049	Charlotte to Atlanta, Ga.	do	267.36	33,420.00
121003	Atlanta to Montgomery, Ala.	Western Rwy. of Alabama	171.61	21,451.25
124012	Montgomery to New Orleans, La.	Louisville and Nashville	318.21	39,776.25
156010	Kansas City, Mo., to Newton, Kans.	Atchison, Topeka and Santa Fe.	201.02	25,000.00
	Total			167,175.00

The appropriation for the current fiscal year is \$167,728.75. No estimate is submitted for the next fiscal year.

ELECTRIC AND CABLE CAR SERVICE.

Number of routes.....	379
Length of routes.....miles..	4, 283. 33
Annual travel.....do...	8, 585, 950. 92
Annual rate of expenditure.....	\$461, 216. 40
Rate of cost per mile of length.....	\$107. 67
Rate of cost per mile traveled.....cents..	5. 37
Average number of trips per week.....	19. 27

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	52 or 15. 90
Increase in length of routes.....miles..	775. 22 or 22. 09
Increase in annual travel.....do...	1, 051, 193. 76 or 13. 95
Increase in annual rate of expenditure.....	\$46, 867. 65 or 11. 31
Decrease in rate of cost per mile of length.....	\$10. 44 or 8. 83
Decrease in rate of cost per mile traveled.....cents..	0. 13 or 2. 36
Decrease in average number of trips per week.....	1. 38 or 6. 68

The appropriation for the last fiscal year was \$450,000; the amount reported by the Auditor as expended \$440,420.41, leaving an unexpended balance of \$9,579.59.

The appropriation for the current fiscal year is \$510,000.

The annual rate of expenditure was—

July 1, 1903.....	\$472, 949. 71
September 30, 1903.....	481, 069. 92

The sum estimated as necessary for the fiscal year ending June 30, 1905, is \$606,000, being \$96,000, or 18.82 per cent, more than the appropriation for the current fiscal year.

RAILWAY POST-OFFICE CARS.

Number of routes.....	272
Length of routes.....miles..	50, 499. 62
Annual rate of expenditure.....	\$5, 279, 323. 79

Comparison with the previous year shows:

	Per cent.
Increase in number of routes.....	21 or 8. 36
Increase in length of routes.....	2, 542. 50 or 5. 30
Increase in annual rate of expenditure.....	\$374, 927. 06 or 7. 64

The appropriation for the last fiscal year was \$5,104,960; the sum expended, as reported by the Auditor, \$5,033,464.22.

The amount reported by the Auditor as withheld from Pacific railroads on account of railway post-office car service was \$112,038.08.

The appropriation for the current fiscal year is \$5,411,000.

The annual rate of expenditure was:

July 1, 1903.....	\$5, 287, 898. 40
September 30, 1903.....	5, 316, 996. 85

The amount estimated as necessary for the fiscal year ending June 30, 1905, is \$5,736,000, being \$325,000, or 6 per cent, more than the appropriation for the current fiscal year.

RAILWAY MAIL SERVICE.

The report of the General Superintendent of Railway Mail Service to this office gives the details of the operations of that service. Among the matters of interest the following may be noted:

Extent of service and force employed.—At the close of last fiscal year there were 1,400 lines of traveling post-offices (railroad, steamboat,

and electric car), covering 189,298 miles in length; the number of employees in the service was 10,555; annual miles traveled by clerks in cars and boats, 235,114,604; adding to this the closed-pouch and express-pouch service, the grand total of miles traveled was 344,892,127.

Equipment.—The number of railway postal cars and apartments in use and in reserve was 4,039. In addition to these there were 20 cars on electric lines under the supervision of the Railway Mail Service and 87 apartments on steamboat lines.

Distribution.—It is estimated that there were handled by railway postal clerks during the year 8,654,147,680 pieces of first-class matter and 7,345,654,950 pieces of other classes, making a total of 15,999,802,630 pieces, exclusive of registered matter. Of registered mail it is estimated that the railway postal clerks handled 29,897,063 packages and cases through registered pouches and inner registered sacks. During the year there were 1,387,664 errors reported as made by clerks in the distribution of this mail, the ratio being but one error to 11,530 correctly distributed.

Illegible addresses.—Matter illegibly or improperly addressed, so that it required special attention, or which could not be delivered, amounted during the year to 23,604,619 pieces, an increase of 3,650,182 as compared with the previous year; 12,542,155 of these were returned to senders or corrected and forwarded to destination, the remainder being sent to the Dead Letter Office, or otherwise disposed of as provided by the regulations.

Case examinations.—These are the examinations which the clerks undergo from time to time as to their proficiency in their duties. During the year there were 27,856 examinations of permanent and probationary clerks, who handled 29,323,023 cards, with an average of 98.63 per cent correct. There were also 2,555 examinations of substitute clerks, who handled 2,257,085 cards, with an average of 97.05 per cent correct.

Casualties.—There 373 casualties to mail cars last year in which either clerks or mail or both were injured. The number killed were 18 clerks, 1 substitute, and 3 mail weighers; and there were 78 clerks seriously and 398 slightly injured.

Congress made provision in the last two appropriation bills for the payment of \$1,000 to the legal representatives of every clerk killed in the line of duty. I indorse the recommendation of the General Superintendent that the provisions of this act should be extended to include substitute clerks as well as regular clerks. The suggestion is also made by the General Superintendent that the law should be so modified as to strike out the words "legal representatives" and insert the words "dependent relatives." This question was considered with some care when the law was framed. I am not prepared to recommend this change.

Second-class matter.—Last year 509,537,962 pounds of paid second-class matter was received from publishers, and 36,305,884 pounds of matter carried within the county of publication free of charge, making a total of 545,843,846 pounds or 272,921 tons. Good progress has been made in the work of inducing publishers to make such separations of their publications as will facilitate the handling and expedite the delivery of such matter. Interesting statistics on this subject have been collected by the General Superintendent.

Improvements.—The new and improved service in lines of full railway postal cars or apartment cars during the past fiscal year was applied to 28,357 miles. Additional car space has been provided on lines aggregating 10,421 miles. Train schedules have been quickened and new fast-train service has been inaugurated, resulting in expedition to the mails.

One very important improvement in the fast-mail system was inaugurated November 2, 1902, between New York and New Orleans. A schedule was arranged by which mail leaving New York at 2.15 a. m. reaches New Orleans at 11.30 a. m. next day. Previous to that date mails leaving New York in the early morning did not arrive in New Orleans until the following night, too late for delivery to the public. Not only has mail been quickened into New Orleans by this improvement in schedule, but corresponding advantages are derived from a close connection at New Orleans with Pacific coast trains. Communities served by connecting lines at intermediate points enjoy the benefits of these improvements as well as terminal cities.

Reorganization and reclassification.—Reference was made in my last annual report to the fact that in lieu of favorable action upon the full reorganization and reclassification bill, which had been introduced in recent years, Congress had made provision for additional classes and for increase of salaries in higher classes, which resulted in substantial benefit to the service and was highly appreciated both by the Department and by clerks interested. Clerks of classes 2 and 3 in full railway post-offices have, however, received no consideration in the way of proportionate increase of salary. Clerks performing service on apartment lines, on the other hand, have received a readjustment of their salaries. The work performed in full railway post-offices being more important and arduous, the service is likely to suffer from a desire on the part of some clerks to content themselves with the easier service on apartment lines rather than to have an ambition to seek position on full railway post-office lines where conditions as to salary, as well as service, would be improved. I therefore concur in the recommendation of the General Superintendent that the salaries of clerks of classes 2 and 3 in full railway post-offices, in crews where four or more clerks run over the whole length of the line, be increased from \$900 per annum to \$1,000 per annum and from \$1,000 per annum to \$1,100 per annum, respectively.

Substitute clerks.—The ranks of the Railway Mail Service are recruited from the civil-service substitutes, men who have passed the civil-service examination and have equipped themselves in every way so as to be able to take the place of regular clerks. These substitutes are a superior class of men, physically and mentally. They are duly selected and appointed as substitutes in the ratio of 1 for every 10 clerks regularly employed in the service. We have no provision of law whereby we can pay these men a fixed salary while on the substitute list waiting for regular appointment. At times they become discouraged; especially is this true in recent years, as many of these clerks have been tempted to seek employment elsewhere to the injury of the service. They now receive not exceeding \$2.20 a day for days they are actually at work, which is paid them out of the salary of the clerk whose place they fill temporarily. Notwithstanding the uncertainty of being called upon for service, they must hold themselves subject to

the call of the Department. In view of the fact that there is always a necessity for additional or extra work and in order that a more permanent list of substitutes may be provided, I urge that substitute clerks be guaranteed a monthly salary not less than \$25, with the understanding that they will be subject to call of the Department for at least eleven days' labor, whether as substitutes or otherwise.

Car construction.—The large number of accidents which have occurred to trains carrying railway post-office cars in the last fiscal year naturally invites attention to the hazardous service in which postal clerks are engaged. The question has been raised as to whether the plans and specifications under which postal cars are now being built are such as to secure the strongest possible construction and afford the necessary protection to life and limb of our postal clerks. The position of the postal car in the train and the fact that our clerks are constantly engaged with least opportunity to protect themselves in the event of a collision has justified this Office in demanding of railway companies the strongest construction as well as the most convenient arrangement that it was possible to give to these cars. The plans and specifications authorized by the Department some years ago were believed to be the best that could be devised at the time they were promulgated. In order that a more thorough investigation as to the latest and best construction, approved by master car builders and others, might be made, I directed the General Superintendent Railway Mail Service to secure, through the several division superintendents, the latest information and suggestions obtainable, with a view to still further improvements in the line of construction. The question as to whether all-steel cars would be preferable to cars constructed of wood and steel is being considered. Thus far the consensus of opinion is in favor of the combination wood and steel as against the all-steel construction. I refer to this subject only to show that this Office is giving the matter the most careful consideration possible.

Railway Mail Service relief and superannuation measure.—Attention is invited to the fact that Congress is urged to provide some plan whereby clerks of the Railway Mail Service permanently disabled in line of duty or worn out through long and faithful service may retire on an annuity. While the question of some general legislation looking to the relief of all superannuated clerks in Government employ is under investigation it may be well to call attention to the views of the General Superintendent Railway Mail Service, who urges that the Railway Mail Service being extra hazardous and its work peculiarly exacting, special provision might be made for its employees, which need not be considered a precedent for civil service employees as a whole. It would seem that aside from the Army and Navy the Life-Saving Service is the only other Government service that approaches the Railway Mail Service in danger to life and limb and in taxing mental and physical endurance. If, therefore, some feasible plan can be devised for deducting a small percentage from the salary of every employee of this Service, thereby creating a fund for the retirement of superannuated and incapacitated clerks, I incline to think it would result in great benefit to the Service.

Expenditures and estimates.—The expenditure on account of officers, clerks, and other items of the Railway Mail Service during the fiscal year ended June 30, 1903, as reported by the Auditor under accounts

stated to September 30, 1908, was \$11,228,845.75; the appropriation, including the sum of \$40,000 appropriated by the urgent deficiency act of December 22, 1902, was \$11,322,540. This does not include railroad transportation or railway post-office cars.

The number of officials and clerks was 10,555.

Comparison with the previous year shows an increase of 824, or 8.46 per cent, in the number of officials and clerks, and of \$985,453.74, or 9.60 per cent, in the annual rate of expenditure.

The appropriation for the current fiscal year is \$12,149,301.

The sum estimated as necessary for the fiscal year ending June 30, 1905, is \$13,760,000, being \$1,610,699, or 13.25 per cent, more than the appropriation for the current fiscal year.

This estimate includes amounts as follows:

One general superintendent, at \$4,000; 1 assistant general superintendent, at \$3,500; 1 chief clerk, office of general superintendent, at \$2,000; 1 assistant chief clerk, office of general superintendent, at \$1,800; 11 division superintendents, at \$3,000 each; 11 assistant division superintendents, at \$1,800 each; 5 assistant superintendents, at \$1,800 each; 20 assistant superintendents, at \$1,600 each; 125 chief clerks, at \$1,600 each; 271 clerks class six, at not exceeding \$1,500 each; 1,280 clerks class five, at not exceeding \$1,400 each; 542 clerks class four, at not exceeding \$1,300 each; 1,779 clerks class three, at not exceeding \$1,200 each; 910 clerks class two, at not exceeding \$1,100 each; 4,391 clerks class one, at not exceeding \$900 each; 830 clerks class one, at not exceeding \$800 each; in all, \$13,506,000; and the appointment and assignment of clerks hereunder shall be so made during the fiscal year as not to involve a greater aggregate expenditure than this sum.

For substitutes for clerks on vacation, \$50,000: *Provided*, That the Postmaster-General may allow railway postal clerks, whose duties require them to work six days or more per week, fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks, in place of clerks injured while on duty, and to enable the Postmaster-General to pay the sum of \$1,000 to the legal representatives of any railway postal clerk who shall be killed while on duty or who, being injured while on duty, shall die within one year thereafter as the result of such injury, \$100,000.

For actual and necessary expenses of general superintendent, assistant general superintendent, chief clerk office of general superintendent, assistant chief clerk office of general superintendent, division superintendents, assistant division superintendents, chief clerks, and railway postal clerks while actually traveling on business of the Department and away from their several designated headquarters, \$24,000.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, typewriting machines, and badges for railway postal clerks, \$52,000.

For per diem allowance of assistant superintendents at the rate of \$4 per day while actually traveling on business of the Department and away from their several designated headquarters, and for their necessary official expenses not covered by per diem allowance, \$28,000.

Making in all, for Railway Mail Service, \$13,760,000.

Inadequate force.—The estimates submitted to Congress in my last annual report for increase in force of railway postal clerks have proven inadequate to handle the unprecedented increase of postal business. The recent weighing in the Middle West demonstrated the fact that the increase during the past four years in volume of mail handled was 18.05 per cent, as against our previous estimate of 15 per cent. This explains the fact that our clerical force has proved inadequate to properly handle the increased business thrown upon it, and it becomes necessary to ask Congress to provide in the urgent deficiency bill for 300 additional clerks of the various grades.

MAIL EQUIPMENT.

The amount appropriated for mail bags with their appurtenances and for repair of mail equipment during the fiscal year ended June 30, 1903, was \$275,000; the amount expended \$273,762.07, leaving an unexpended balance of \$1,237.93. For details see tabular statement O.

The amount appropriated for mail locks, keys, etc., including repairs of same, was \$43,000; amount expended \$42,577.63, leaving an unexpended balance of \$422.37. For details see Table P.

The amount appropriated for rent and maintenance of mail-bag and mail-lock repair shop was \$8,500; the amount expended \$8,473.58, leaving an unexpended balance of \$26.42. For details see Table Q.

Comparing these amounts with those of the previous fiscal year it is shown that there was a decrease of \$549.82 in expenditures for mail bags, etc., a decrease of \$215 for mail locks and keys, and an increase of \$51 for maintenance of repair shops.

The appropriations for the current fiscal year are:

For mail bags, etc.....	\$300,000
For mail locks, keys, etc.....	45,000
For rent of building for mail equipment shops, fuel, gas, etc.....	9,200

The estimate of \$280,000 for mail bags, etc., for the current year as first submitted was subsequently increased by \$20,000, which will admit of the purchase of about 12,000 additional pouches, and thus retire more of the heavy all-leather pouches, thereby decreasing the cost of transportation to the extent of the difference in weight between the all-leather pouches and the lighter ones substituted for them.

The following statement shows the weight of the all-leather pouches compared with weight of pouches of corresponding sizes adopted in 1899:

Size of pouch.	All-leather pouch.		Pouch adopted in 1899.		Reduction in weight.	
	lbs.	oz.	lbs.	oz.	lbs.	oz.
No. 2.....	11		6	7	4	7
No. 3.....	8	12	5	1	3	11
No. 4.....	6	12	4	2	2	10
No. 5.....	5	4	2	4½	2	13½
Total reduction on the four sizes.....					13	5
Average reduction per pouch.....					3	6¼

The all-leather pouches that are withdrawn from general use are not condemned, but are converted into use on horseback and other star routes.

Estimates.—The amounts estimated as necessary for the fiscal year ending June 30, 1905, are:

For mail bags, cord fasteners, label cases, and for labor and material necessary for repairing equipment, and for incidental expenses pertaining thereto	\$331,000
For mail locks, keys, chains, tools and machinery, and for labor and material necessary for repairing same, and for incidental expenses pertaining thereto	45,000
or rent of building for mail bag and mail lock repair shops, and for fuel, gas, watchmen and charwomen, and for oil and repair of machinery for said shops	10,000

The estimate for mail bags, etc., is \$31,000 more than the appropriation for the current year, principally due to the failure of a contractor for furnishing certain classes of bags under a contract for four years ending June 30, 1905, which will necessitate making a new contract pursuant to an advertisement now pending. This Office holds the bond of the failing contractor and a responsible surety company for \$35,000 to cover the damage suffered by the Government, but all amounts recovered in such cases are turned into the Treasury and are not available for purchasing equipment.

Bags purchased, repaired, condemned, and handled.—The number of bags of all kinds purchased during the last fiscal year was 132,876, at a cost of \$120,819.15.

The number of pouches and sacks made in the mail-bag shop was 15,060; the number repaired, 1,730,170, and the number condemned as unfit for further use in the service was 70,484. For details see Table R.

The number of pouches and sacks handled in the mail-bag storehouse, Washington, D. C., during the year was 8,284,225, and at the eight division depositories, 24,684,989.

Contracts for miscellaneous supplies.—Details in reference to contracts made pursuant to advertisements for furnishing miscellaneous articles during the current fiscal year, as well as contracts for similar articles supplied during last fiscal year, will be found in Table N.

Number of mail bags in use.—The estimated number of mail pouches and sacks in use and in reserve in the postal service on June 30, 1903, was 1,380,217, an increase of 76,530 over the number in the service on the corresponding date of the previous year. For details see Table Y.

Waste material.—Waste material, consisting of scrap leather, cotton duck, iron, steel, phosphor-bronze springs, etc., accumulating in the shops during last year, and which could not be used for any other purpose in the manufacture or repair of mail equipment, was disposed of under advertisement. The proceeds from the sales, amounting to \$7,906.87, were covered into the Treasury as required by law. For details see Table Z.

Mail equipment by freight.—The plan inaugurated in 1900 of withdrawing from the mails such empty mail pouches, sacks, and other equipment as could be transported in carload lots by freight lines to the depositories or post-offices at which they would next be needed was continued during the past year with very satisfactory results.

Mail-lock repair shop.—This shop is now equipped with all the machinery and tools needed for the proper conduct of its business. Rigid economy has been maintained in the management of the shop,

and the output during the past year has kept pace with the increasing requirements of the postal service. (For detailed information see Table S.) Among the articles made or repaired may be mentioned 59,873 Eagle mail locks made, 50,600 Eagle mail locks repaired, 88,127 Eagle mail locks inspected, 17,955 letter-box padlocks made (old style), 4,340 letter-box padlocks repaired (old style), 2,000 rotary registered mail locks made, 6,421 rotary registered mail locks repaired, 2,167 letter-box padlocks made (new style), 95,379 mail-bag cord fasteners made, 139,577 mail-bag cord fasteners repaired, 444,428 cord clamps made, 64,045 label cases made (brass and steel), 3,256 pounds staples made (brass and steel), 2,466 pounds double burrs made (brass and steel), 37,200 circular label holders made, 50,404 fasteners for soft-head pouches made, 79,615 grommets made, and much other miscellaneous work.

The number of Eagle mail locks estimated to be in the service on July 1, 1902, was 534,561, to which should be added 59,873 made during the fiscal year under review, making the estimated number in use at the close of the year 594,434.

New equipment may be made in our own shops.—I incline to think that the interests of the service justify the abandonment of the contract system of purchasing mail equipment. It is manufactured of canvas and leather, and requires a special plant for the purpose, with experienced and competent workmen. The lowest bidder under advertisement may give a good bond, but be without plant and have no sufficient guaranty to offer that labor employed will be satisfactory. The Department has no authority of law to prevent a contractor employing convict or child labor. The canvas used being specially designed for mail equipment, it should not be used for any other purpose. When, therefore, manufactured bags presented for inspection by the contractor fail to meet the requirements of the specifications, instead of being condemned, rejected, and thrown back on his hands, to be sold to a private purchaser, the exigencies of the service often require that they be accepted at an arbitrary reduction which perhaps protects the Government against undue charge, but burdens the service with inferior equipment. New equipment manufactured at our own shops in the past few years to tide over an emergency has been of better quality and has cost the Government about the same as the equipment purchased under contract. At the same time the wages paid employees have been higher than those paid for like quality of work in private establishments.

New building for mail equipment shops.—I again invite attention to the urgent necessity for safer and better accommodations for the force of employees in these shops. In my annual reports for 1900, 1901, and 1902 the matter was referred to. An act of Congress approved March 3, 1903, section 14, reads as follows:

That the Secretary of the Treasury be, and he is hereby, authorized, in his discretion, to secure by purchase, condemnation, or otherwise, the entire square No. 324, in the city of Washington, District of Columbia, bounded by C street on the north, by Eleventh street on the east, by Twelfth street on the west, and Government reservation on the south, and to reserve the said square as a site for an addition to the post-office building in the said city, including space for the mail-bag repair shop.

No appropriation was made to pay for the square named (324), hence no action has as yet been taken with a view to acquiring the property.

The act may be construed as providing space in a building covering the square and under the same roof with the clerical force of the Department. Such an arrangement has not been contemplated by this Office and is not deemed practicable. The noise and vibration from the machinery, the dust from quantities of old equipment handled and shaken out, together with other considerations, suggest the necessity of a separate building of brick with steel frame, fire-proof, having a floor space of about 60,000 square feet, and with fire walls separating the bag from the lock shop and both from other building or buildings that might hereafter be erected on same square. The southeast corner of square, most accessible to railways, might be occupied by such separate building, speedily constructed, of such outward proportions that it would sufficiently harmonize with later buildings adapted to clerical force or other purpose. I refer to my report for 1902 for fuller reference to the necessity for a proper building to accommodate these shops.

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports at frequent intervals are received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

Gross amount of deductions and fines from the pay of postal contractors and others by orders issued during the fiscal year ended June 30, 1903.....		\$271, 975. 68
Amount of remissions on deductions on account of satisfactory explanation	\$14, 860. 07	
Amount of remissions on fines	3, 157. 31	
		18, 017. 38

Net amount of deductions and fines under orders issued during fiscal year ended June 30, 1903	253, 958. 30
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The above amounts are classified as follows:

Service.	Deductions and fines.	Remissions.	Net deductions and fines.
Star	\$98, 432. 10	\$12, 577. 77	\$85, 854. 33
Steamboat.....	22, 770. 42	4, 116. 12	18, 654. 30
Railroad.....	122, 106. 66	575. 76	121, 530. 90
Mail-messenger.....	2, 616. 93	113. 94	2, 502. 99
Electric and cable car.....	1, 827. 06	35. 75	1, 791. 31
Regulation, screen, or other wagon.....	19, 620. 34	545. 50	19, 074. 84
Pneumatic tube.....	376. 00		376. 00
Railway mail.....	4, 226. 17	52. 64	4, 173. 53
Total	271, 975. 68	18, 017. 88	253, 958. 30

FOREIGN MAILS.

The details of the foreign-mail service are given in the report of the Superintendent of Foreign Mails to this office, to which your attention is invited.

The net cost of the transportation of foreign mails during the fiscal year ended June 30, 1903, was distributed as follows:

Trans-Atlantic service	\$1, 231, 162. 96
Trans-Pacific service.....	431, 251. 26
Miscellaneous service.....	547, 320. 70
Panama Railroad Co	29, 203. 97
Sea post service	29, 982. 40
Steamboat transfer service, New York	38, 000. 00
Miscellaneous items, telegrams, etc	2, 146. 08
Sea conveyance from the United States of closed mails of foreign origin	116, 970. 07
Paid to foreign countries for the intermediary maritime and extraordinary land transit of mails of United States origin, including parcels-post transit from Panama to Valparaiso	54, 970. 97
Paid for intermediary ordinary territorial transit of mails of United States origin	129, 935. 46
Expenses of the United States postal agency at Shanghai	3, 866. 94
For this Department's share in maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale and the Universal Dictionary of Post-Offices	971. 95
Making the aggregate cost of the service	2, 615, 782. 76
Less amount received for the intermediary maritime transit of mails of foreign origin, including transit on British closed mails from San Francisco to the Australian colonies	\$129, 704. 39
For the intermediary extraordinary land transit of mails of foreign origin.....	94, 321. 00
Receipts at the United States postal agency at Shanghai for postage stamps sold and postage and box rents collected	8, 168. 57
	232, 193. 96

Net cost of the service 2, 383, 588. 80

The appropriations for the last fiscal year were \$2,587,000 for transportation and \$160,000 for balances due foreign countries, \$10,000 being added to the latter item by the deficiency act of March 3, 1903. The amounts expended, as shown by the Auditor's report, under accounts stated to September 30, 1903, were \$2,427,160.36 and \$153,539.82, respectively.

The appropriations for the current fiscal year are \$2,566,000 for transportation, \$165,000 for balances due foreign countries, and \$7,500 for the expenses of delegate to the Universal Postal Congress to convene at Rome, Italy.

The amounts estimated as necessary for the fiscal year ending June 30, 1905, are:

For transportation.....	\$2, 709, 000
For balances due foreign countries.....	153, 000
Total	2, 862, 000

being \$181,000, or 4.83 per cent, more than for the similar items of appropriation for the current fiscal year.

Ocean mail contracts.—The contracts for service on route No. 69, New York to Tuxpan, via Habana and other intermediate ports, and route No. 70, from New York to Habana, expired October 31, 1902,

and proposals for new contracts were invited. Pursuant thereto, contracts for both routes were awarded to the New York and Cuba Mail Steamship Company for service commencing November 1, 1902, the contract for route No. 69 being for a term of ten years and the contract for route No. 70 for a term of five years. Each contract requires a sailing from New York once a week, making a direct steamer service between New York and Habana twice every week.

There are now seven routes under contract for ocean mail service, the annual rate of expenditure for which is \$1,475,138.

Sea post-office service.—The extension of the sea post service to the White Star Line, plying between New York, Queenstown, and Liverpool, is now an assured fact, the officials of the International Mercantile Marine Company, which has recently acquired control of the White Star Line, having acceded to the requests of this office for additional sea post facilities and consented to the establishment of the service on the White Star Line and to change the days of sailing of the American Line vessels from Wednesdays to Saturdays in order that departures of sea post service from New York on the two steamship lines named would not be upon the same day of the week.

Plans for fitting up sea post-office rooms for distributing clerks making up mails for the railroad and overland connections at New York have been informally approved by this office and attention given to the various details to be arranged for the new service.

The steamships *Oceanic*, *Teutonic*, *Majestic*, *Cymric*, and *Celtic* will have the sea post service, they forming the weekly service from New York to Queenstown and Liverpool.

Sea post-office lines are therefore provided for on the North German Lloyd, the Hamburg-American, the American, and the White Star lines, comprising sailings from New York on Tuesdays, Wednesdays, Thursdays, and Saturdays of each week and corresponding arrivals.

For the present the sea post service on the White Star Line will be exclusively under the control of this administration, and devoted solely to the handling of mails to and from the United States, this Office not being advised of the desire of the British administration to join in the arrangement, but it is hoped that it will be possible to effect a joint service with Great Britain on the White Star Line, as well as the Cunard Line, sailing from New York and from Liverpool on Saturdays.

Considerable attention has been paid to the relocating and enlarging of the sea post-offices on ships of the American Line and successfully in the cases of the *New York*, *St. Louis*, and *St. Paul*, whereby additional clerks may be employed and more complete separation of mails, and particularly the registered mails, for destinations in the United States, effected.

Parcels post.—The operation of our parcels-post convention with Germany during the last fiscal year shows the following results:

Number of parcels received.....	57,950
Weight of same.....	400,289 pounds.
Average weight.....	6 pounds 14½ ounces.
Number of parcels sent.....	34,938
Weight of same.....	77,174 pounds.
Average weight.....	2 pounds 3 ounces.

It appears from these figures that the United States did not profit by the continuance of the Parcels Post Convention with Germany as originally framed. We were receiving postage on 77,174 pounds sent

to Germany. Germany was receiving postage on 400,289 pounds sent to us. We had a much larger territory through which to transport to destination incoming German mail, as well as five times the weight to handle. After an experimental test of three years it was evident that our people did not avail themselves of the opportunity to send large parcels through the mails to Germany, nor would they, in all probability, desire to increase the weight of parcels if permitted by treaty to send in parcels post mails to other countries of the Eastern Hemisphere with which it was desirable to have uniform conventions in the event that the German convention was to be continued. Acting, therefore, on the recommendation of this office, the Department, after due notice to the German administration and by mutual agreement, has modified the existing convention effective since July 1, 1903, reducing the limit of weight of parcels from 5 kilos (11 pounds) to 2 kilos (4 pounds 6 ounces), and at the same time caused notice to be sent to other countries of the Eastern Hemisphere that negotiations with them would be resumed if desired, looking to the concluding of conventions on the lines of the German convention thus modified. The countries of the Western Hemisphere send us comparatively few parcels. They receive largely from us, and are permitted to retain the limit of weight that adapts itself to their needs, namely, 5 kilos, or 11 pounds.

The number of parcels received from all countries other than Germany in 1902-3 was	16,200
Weight of same	68,556 pounds
Average weight	4 pounds 4 ounces
Number of parcels sent	67,342
Weight of same	269,143 pounds
Average weight	4 pounds

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES.

The following statement shows the expenditures for the past fiscal year, as reported by the Auditor for the Post-Office Department under accounts stated to September 30, 1903, the appropriation for the current fiscal year, and the estimate of amount required for the next fiscal year for each item of service:

Items.	Expenditures for fiscal year ended June 30, 1903.	Appropriations for fiscal year ending June 30, 1904.	Estimate for fiscal year end- ing June 30, 1905.
Star service, including special offices	\$6,561,819.35	\$6,960,000.00	\$8,100,000.00
Steamboat service	634,957.08	693,000.00	798,000.00
Railroad transportation	36,196,116.18	38,242,000.00	39,698,000.00
Railway post-office cars	5,083,464.22	5,411,000.00	5,736,000.00
Railway mail service	11,228,845.75	12,149,301.00	13,760,000.00
Mail-messenger service	1,091,259.98	1,160,000.00	1,248,000.00
Electric and cable car service	440,420.41	510,000.00	606,000.00
Wagon service in cities	828,707.93	990,000.00	1,133,000.00
Pneumatic-tube service	142,867.04	800,000.00	800,000.00
Necessary and special facilities on trunk lines	122,347.18	167,728.75	
Mail equipments	325,214.27	354,200.00	386,000.00
Miscellaneous items, Office Second Assistant Post- master-General	995.46	1,000.00	1,000.00
Total inland service	62,606,014.85	67,438,229.75	72,266,000.00
Foreign mail transportation	2,427,160.36	2,566,000.00	2,709,000.00
Balances due foreign countries	153,539.82	172,500.00	163,000.00
Aggregate	65,186,715.03	70,176,729.75	75,128,000.00

a Includes \$7,500 for expenses of delegate to International Postal Convention, Rome, Italy.

INCREASE IN EXPENDITURES FOR MAIL TRANSPORTATION.

The following table shows the aggregate expenditures for all items under the supervision of this office (including foreign mails) by fiscal years from 1888 to 1903, inclusive, the increase in amount, and the per cent of increase for each year over the preceding year:

Year.	Expenditures.	Increased expenditure over preceding year.	Per cent.
1888.....	\$30,393,209.53	\$1,647,064.97	5.72
1889.....	33,506,648.73	3,113,439.20	10.24
1890.....	35,246,162.89	1,739,514.16	5.19
1891.....	38,039,584.78	2,793,421.89	7.92
1892.....	40,358,432.04	2,318,847.26	6.09
1893.....	42,904,593.38	2,546,161.34	6.30
1894.....	44,920,033.64	2,015,440.26	4.69
1895.....	45,716,380.33	796,346.69	1.77
1896.....	47,894,486.56	2,178,106.23	4.76
1897.....	49,897,992.32	2,003,505.76	4.18
1898.....	52,319,790.86	2,421,798.54	4.85
1899.....	53,945,796.89	1,626,006.03	3.11
1900.....	56,374,206.49	2,428,409.60	4.50
1901.....	58,264,040.67	1,889,834.18	3.35
1902.....	61,143,597.54	2,879,556.87	4.94
1903.....	65,186,715.03	4,043,117.49	6.61

^a Under accounts stated to September 30, 1903.

The aggregate of the appropriations for this office for the current fiscal year is \$70,176,729.75, being \$3,923,001, or 5.92 per cent, more than for the fiscal year 1903.

The estimate for the fiscal year ending June 30, 1905, is \$75,128,000, being \$4,951,270.25, or 7.05 per cent, more than the appropriations for the current fiscal year.

TABLES APPENDED.

Accompanying this report, and as a part thereof, are 25 tabulated statements, which contain in a concise form a great deal of information and interesting matter relating to mail transportation. They are briefly described as follows:

TABLE A.—Comparison between the annual rates of expenditure at the close of the two preceding years, the appropriation for the current year, and the estimate for next year.

TABLE B.—Statement showing, by States and contract sections, the length of routes, annual rate of expenditure, and distance traveled in each class of service.

TABLE C.—All railroad and railway post-office car service in operation, shown in detail by States and routes.

TABLE D.—All steamboat service in operation, shown by States and routes.

TABLE E.—Regulation, screen, or other wagon service in detail, by States and routes.

TABLE F.—All electric and cable car service in operation June 30, 1903.

TABLE G.—Statement of service by classes, showing the extent of service in operation June 30, 1902 and 1903, respectively, the increase or decrease, and the percentage of increase or decrease.

TABLE H.—Statement of weights of mails, speed, accommodations for mails, pay, etc., on railroad routes on which the pay was readjusted.

TABLE I.—Statistics of railroad mail service from 1836 to 1903.

TABLE K.—Pneumatic-tube service.

TABLE L.—Increases and decreases in each class of service, by States.

TABLE M.—Statement showing deductions and fines imposed and remissions made on pay of contractors.

TABLE N.—Statement of contracts for mail equipments made or in effect during last fiscal year.

TABLE O.—Itemized statement of the number, prices, and cost of all mail bags, and the cost of wages, cotton canvas, leather, and other material paid for last year out of the appropriation for mail bags, etc.

TABLE P.—Expenditures for supplying the service with mail locks and keys.

TABLE Q.—Expenditures for repair shop for mail equipment.

TABLE R.—Number and kind of bags repaired and made in the equipment shop.

TABLE S.—Itemized statement of work done in the mail-lock shop last year and a contrast of the cost of the same with the cost under the last contract.

TABLE T.—Expenditures for mail bags, 1877 to 1903, compared with growth of the service as indicated by other statistics.

TABLE U.—Mail bags received at and issued from the mail-bag storehouse in this city last year.

TABLE V.—Mail bags repaired and condemned, 1890 to 1903.

TABLE W.—Mail bags used at the New York post-office last year.

TABLE X.—Mail equipment used in the eight grand depository post-offices.

TABLE Y.—Mail pouches and sacks in service June 30, 1903.

TABLE Z.—Statement of condemned material sold.

In submitting this report I am reminded of the fact that it is the seventh annual report which I have been permitted to address to the Postmaster-General. This covers a longer period of service as head of this office than anyone else has enjoyed in the past thirty-four years. I may be permitted, therefore, to speak a very earnest word of commendation for my chief clerk and all my division chiefs and principal subordinate officers, all of whom continue faithful in service as at the date of my last report. As I come to know them better and become more familiar with the details of the responsible service committed to this Bureau, I appreciate more fully the high character of service these officials are rendering the Government. Much overwork has been performed in some of the divisions in order that current work might be promptly and satisfactorily dispatched.

Very respectfully,

W. S. SHAILENBERGER,
Second Assistant Postmaster-General.

Hon. H. C. PAYNE,
Postmaster-General.

A.—Annual rate of expenditures, appropriations, and estimates for mail service.

Item.	Annual rate of expenditure—		Percentage of increase or decrease in annual rate of expenditure from 1902 to 1903.		Appropriation for 1904.	Percentage of increase or decrease in appropriation for 1904 as to annual rate of expenditure for 1903.		Estimate for 1905.	Percentage of increase or decrease in estimate for 1905 as to appropriation for 1904.	
	June 30, 1902.	June 30, 1903.	Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$5,646,773.69 ^a	\$6,614,999.96 ¹	17.14		\$6,960,000.00	5.21		\$6,100,000.00	16.37	
Transportation by steamboat routes.....	598,251.05	679,724.92	13.61		683,000.00	1.95		788,000.00	15.15	
Transportation by railroad routes.....	35,049,211.22	36,607,524.80	4.44		38,242,000.00	4.46		39,698,000.00	3.80	
Transportation by regulation, screen, or other wagon service.....	789,822.67	859,247.18	8.99		990,000.00	15.21		1,133,000.00	14.44	
Transportation by electric or cable car service.....	414,348.75	461,216.40	11.31		510,000.00	10.57		606,000.00	18.82	
Railway post-office car service.....	4,904,386.73	5,279,823.79	7.64		5,411,000.00	2.49		5,738,000.00	6	
Railway mail service.....	10,264,588.88	11,250,042.12	9.60		12,149,801.00	7.99		13,760,000.00	13.25	
Mail messenger service.....	1,055,974.06	1,111,145.51	5.22		1,160,000.00	4.39		1,248,000.00	7.58	
Pneumatic tube service.....		201,096.14			800,000.00	297.82		800,000.00		
Necessary and special facilities on trunk lines.....	195,436.25	167,176.00		14.55	167,728.75		33			
Mail bags, etc.....	274,311.89	273,762.07		.20	300,000.00		9.58	331,000.00		10.33
Mail locks and keys, etc.....	42,792.63	42,577.63		.50	45,000.00		5.68	45,000.00		
Repair shop for mail equipments.....	8,422.58	8,473.58		.60	9,200.00		8.57	10,000.00		8.69
Miscellaneous items, office of Second Assistant Postmaster General.....	997.65	996.46			1,000.00			1,000.00		
Total for inland mail service.....	59,244,027.45 ^a	63,587,303.55 ¹	7.28		67,438,228.75	6.10		72,266,000.00	7.15	
Foreign mail service.....	2,268,690.75	2,427,160.36	6.98		2,666,000.00	5.72		2,709,000.00	5.67	
Transportation.....	141,782.07	153,589.82	8.29		172,500.00	12.84		158,000.00		7.85
Balance due foreign countries.....										
Total.....	61,654,500.27 ^a	66,138,003.73 ¹	7.27		70,176,728.75	6.10		75,128,000.00	7.06	

^a Includes \$7,500 for expenses of United States delegate to Universal Postal Congress, Rome, Italy.



B.—Table of star, steamboat, special-office, railroad, mail-messenger, regulation, screen,

[The entire service on each route is included in the amount opposite the State or Territory under

States and Territories.	Star service.			Steamboat service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine	3,396.07	2,226,576.62	128,967.23	408.46	208,899.92	21,629.98
New Hampshire	1,140.72	792,184.72	49,071.69	47	11,076	925.00
Vermont	1,468.61	1,098,045.52	61,120.46			
Massachusetts	972.42	845,083.20	55,324.64	85.50	60,321.04	18,695.00
Rhode Island	143.97	133,354	9,842.25	61	48,680.32	15,165.00
Connecticut	576.27	513,053.84	31,418.31			
New York	6,440.87	4,620,471.44	265,293.63	229.41	151,329.30	16,412.12
New Jersey	852.03	673,604.88	43,651.85			
Pennsylvania	8,601.61	5,768,379.84	330,023.41			
Delaware	139.50	109,301.92	5,421.23			
Maryland	1,854.25	1,232,273.12	63,293.06	1,902.14	774,616.96	30,900.00
Virginia	10,876.36	6,522,468.16	257,708.99	989.62	473,204.16	40,463.43
West Virginia	6,819.96	5,533,597.60	190,508.81	15	9,360	545.00
	43,282.54	28,063,343.76	1,491,627.56	3,733.13	1,732,487.70	139,735.53
North Carolina	9,824.13	5,127,460	165,585.65	541.12	223,466.88	15,967.07
South Carolina	3,504.39	1,825,890.16	62,490.61	124.16	67,048.80	5,625.00
Georgia	6,435.81	3,210,253.28	110,069.81	33	23,712	2,000.00
Florida	8,429.93	1,537,143.92	63,502.76	1,090.72	445,576.56	113,296.88
Porto Rico	545.73	379,920.32	30,896.07	2,814	90,048	43,400.00
Alabama	8,857.14	4,123,640.66	139,687.16	23.25	16,926	1,800.00
Mississippi	8,536.06	4,025,481.20	140,289.13	58.50	29,172	2,187.00
Tennessee	8,009.26	4,354,033.84	146,598.42	102.25	81,902	2,389.00
Kentucky	10,853	5,714,864.48	199,634.20	407.35	280,582.40	19,200.00
	59,994.05	30,298,677.76	1,058,743.81	5,194.35	1,188,434.64	205,864.95
Ohio	4,605.68	2,994,915.04	108,426.61	80	2,080	50.00
Indiana	2,809.54	1,773,766.80	65,480.45			
Illinois	2,331.80	1,477,885.76	54,076.14			
Michigan	3,331.88	1,978,894	82,764.39	525.75	141,585.60	7,605.80
Wisconsin	4,123.37	2,278,551.44	91,396.53	135	38,880	2,520.18
Minnesota	5,016.62	2,131,379.12	102,632.83	124	22,568	1,782.00
Iowa	1,563.35	979,516.72	38,143.86			
Missouri	9,548.22	5,437,286.36	176,368.11			
	33,421.07	19,062,234.24	719,288.92	864.75	200,113.60	11,957.98
Arkansas	8,949.58	4,436,127.28	216,827.98	659.25	176,124	29,115.00
Louisiana	4,604.21	2,246,233.60	126,365.46	607.83	211,689.92	24,640.50
Texas	18,527.54	9,258,470.72	484,098.14			
Indian Territory	2,908.61	1,504,778.08	78,452.09			
Oklahoma	4,634.77	2,642,958.24	145,532.76			
Kansas	4,145.15	1,954,537.52	105,618.26			
Nebraska	4,633.12	2,099,997.12	114,542.02			
South Dakota	4,389	1,620,841.04	113,299.99			
North Dakota	4,396.06	1,673,825.92	128,135.03			
Montana	5,232.89	1,978,230.80	155,337.36			
Wyoming	4,199.24	1,700,434.32	142,160.01			
Colorado	3,971.19	1,798,224.48	132,742.71			
New Mexico	3,641.35	1,494,621.44	94,293.43			
Arizona	2,891.51	1,095,673.28	84,885.97			
Utah	2,686.05	1,315,780.96	78,537.28			
Idaho	4,199.05	1,888,173.04	159,181.30			
Washington	3,363.06	1,549,227.68	128,018.51	1,508.48	677,446.64	46,218.11
Oregon	7,054.82	3,138,637.84	245,724.86	162.63	101,481.12	7,895.00
Nevada	4,079.33	1,291,444.96	98,281.40			
California	9,738.62	4,822,658.68	318,775.80	725.23	198,187.84	21,701.14
Alaska	3,860.50	169,541.62	175,426.29	12,473	606,872	123,596.71
Hawaii	561.37	160,483.44	19,608.00	13,981	444,642	69,000.00
	112,667.02	49,835,896.96	3,345,339.65	30,112.42	2,411,443.52	322,166.46
Total	249,364.68	127,240,152.72	6,614,999.95	39,904.64	5,532,479.46	679,724.92

or other wagon service, and electric or cable car service in operation June 30, 1903.

which the route is numbered, though the route may extend into other States or Territories.]

Special-office service.		Railroad service.					States and Territories.
Length of routes.	Distance traveled per annum.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure for transportation.	Annual rate of expenditure for railway post-office cars.	Annual rate of expenditure for railroad service.	
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
156.63	48,868.56	1,899.11	3,140,154.53	273,246.00	22,381.25	296,627.25	Me.
27.75	11,544	940.84	2,479,170.40	123,278.56	16,788.20	145,061.76	N. H.
22.50	9,360	892.82	1,924,379.17	140,150.04	19,143.90	159,293.94	Vt.
6	2,496	2,126.07	9,454,800	634,850.47	106,507.15	741,357.62	Mass.
114.67	71,564.08	163.78	554,452.91	16,803.64	.....	16,803.64	R. I.
33.50	10,452	1,252.93	6,298,478.15	480,162.08	108,207.10	588,369.18	Conn.
94.30	29,421.60	8,094.65	26,020,291.77	2,574,767.39	347,114.85	2,921,882.24	N. Y.
18.32	5,716.84	1,966.04	7,870,955.74	538,682.43	88,143.45	626,825.88	N. J.
266.75	83,226	7,187.16	19,041,100.65	1,859,159.56	265,868.35	2,125,027.91	Pa.
315.41	98,407.92	287.79	545,251.87	37,013.73	.....	37,013.73	Del.
		1,629.61	7,432,484.19	781,390.15	122,753.55	864,143.70	Md.
		4,116.50	6,721,634.69	917,372.08	138,464.80	1,055,836.33	Va.
		1,727.57	2,717,592.79	281,100.02	15,907.50	247,007.52	W. Va.
1,056.83	371,046	32,184.87	93,200,741.86	8,562,976.10	1,251,274.60	9,814,250.70	
203.25	63,414	4,247.91	5,539,800.02	772,045.65	110,732.00	882,777.65	N. C.
94.50	29,484	2,659.27	3,761,049.33	311,848.88	37,647.95	349,496.83	S. C.
158.75	49,530	6,630.73	9,672,373.73	800,625.95	75,000.80	875,626.75	Ga.
304.25	94,926	2,682.59	2,792,745.76	255,673.22	21,873.57	277,546.79	Fla.
18.50	1,554	113.66	70,923.84	4,858.96	.....	4,858.96	P. R.
217.75	45,292	3,382.64	3,898,178.98	386,218.69	39,211.00	425,429.69	Ala.
466.10	96,948.80	3,535	4,940,383.77	486,582.68	48,496.20	535,077.88	Miss.
79.25	24,726	2,385.96	3,523,464.76	318,225.50	41,633.45	359,858.95	Tenn.
248.17	76,493.04	3,796.89	7,308,227.02	709,204.48	117,960.65	827,185.13	Ky.
1,787.52	482,367.84	29,493.55	41,507,237.21	4,045,284.01	492,574.82	4,537,858.63	
37.87	23,680.88	11,787.91	27,044,847.91	4,272,744.70	999,427.92	5,272,172.62	Ohio.
22.50	14,040	5,048.61	9,602,478.02	1,092,519.22	246,784.10	1,339,303.32	Ind.
38.25	15,912	10,667.18	21,108,617.70	2,234,012.24	438,073.65	2,672,085.89	Ill.
399.75	121,602	7,071.94	11,655,644.25	979,388.78	75,738.05	1,055,121.83	Mich.
238	74,256	6,492.28	9,503,352	1,023,683.02	145,237.30	1,168,920.32	Wis.
491	150,072	7,570.59	8,695,446.29	1,075,223.08	143,973.75	1,219,196.83	Minn.
33.75	10,530	8,670.89	11,823,563.71	1,308,831.88	217,753.05	1,526,584.93	Iowa.
218.50	68,172	6,008.10	10,317,367.10	1,303,412.64	224,224.85	1,527,637.49	Mo.
1,459.62	478,214.88	63,917.50	109,751,816.98	13,289,815.56	2,491,207.67	15,781,023.23	
238	72,696	3,213.41	5,491,374.56	537,825.92	107,221.50	645,047.42	Ark.
219.25	68,406	2,438.18	3,027,039.11	256,391.51	20,665.80	277,057.31	La.
726	151,008	10,709.90	13,252,270.30	1,275,431.32	34,329.55	1,309,760.87	Tex.
160.50	50,076	2,624.85	3,894,181.08	397,875.44	35,700.35	433,575.79	Ind. T.
283.75	88,580	1,870.27	1,865,902.82	167,159.68	3,846.75	171,006.43	Okla.
53.75	16,770	9,317.02	13,503,006.83	1,370,481.76	123,626.25	1,494,108.01	Kans.
29	9,048	7,292.56	10,094,131.93	1,970,615.42	273,576.45	2,244,111.87	Nebr.
75	15,600	2,328.77	1,892,240.33	223,269.55	4,718.00	227,987.55	S. Dak.
431.75	67,353	4,193.15	4,145,173.51	821,565.56	108,370.15	929,935.71	N. Dak.
532.75	166,218	1,504.83	1,720,295.61	178,074.54	8,215.75	186,290.29	Mont.
154.50	48,204	1,118.13	1,200,755.44	303,589.10	35,228.25	338,817.35	Wyo.
134	27,872	4,141.36	5,902,705.90	527,490.05	14,214.00	541,704.05	Colo.
150.50	46,956	1,963.09	2,054,325.47	287,510.26	14,125.00	301,635.26	N. Mex.
372	77,376	1,424.02	1,120,869.13	167,457.98	14,084.25	181,542.23	Ariz.
54	16,848	1,632.63	2,243,415.12	180,780.23	.....	180,780.23	Utah.
179	55,848	556.28	436,711.51	41,620.29	.....	41,620.29	Idaho.
410.50	123,076	2,692.45	3,479,290.31	358,947.15	15,840.75	374,787.90	Wash.
123.54	38,544.48	1,606.88	2,059,468.10	269,046.83	43,861.15	312,907.98	Oreg.
28	5,824	676.20	481,630.96	44,566.00	.....	44,566.00	Nev.
585.07	182,541.84	5,904.19	11,048,066.57	1,323,993.49	186,642.95	1,510,636.44	Cal.
4,247	441,688	19.79	14,407.12	2,216.67	.....	2,216.67	Alaska.
.....	.....	108.05	105,184.68	3,560.38	.....	3,560.38	Hawaii.
9,182.66	1,776,483.32	67,816.11	89,032,388.38	10,709,449.13	1,044,266.90	11,753,716.03	
13,485.83	3,107,112.04	192,852.03	333,491,684.43	36,607,524.80	5,279,323.79	41,886,848.59	

B.—Table of star, steamboat, special-office, railroad, mail-messenger, regulation, screen, or

[The entire service on each route is included in the amount opposite the State or Territory under

States and Territories.	Mail-messenger service.			Regulation, screen, or other wagon service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine	125.58	207,294.88	21,402.36	5.65	34,174.41	5,740.00
New Hampshire	83.37	188,059.68	18,099.50	8.25	20,740.85	4,417.50
Vermont	58.72	112,684	10,407.97	1.61	5,143.40	1,649.00
Massachusetts	142.30	375,916.64	40,148.64	15.25	165,358.88	51,063.50
Rhode Island	12.53	87,866.40	4,271.00	7.50	27,769.60	3,741.00
Connecticut	73.68	183,261.52	19,126.58	7.85	56,416.44	9,329.00
New York	581.97	1,418,103.44	126,967.85	357.33	1,350,896.84	280,284.90
New Jersey	129.27	299,842.86	29,055.31	22	68,825.05	15,216.00
Pennsylvania	488.76	1,000,304.24	104,070.90	46.94	305,072.70	58,976.00
Delaware	16.89	32,304.48	2,716.50	4.94	20,148.24	1,393.00
Maryland	74.30	182,216.24	12,546.12	47.44	160,383.12	33,776.00
Virginia	161.65	272,185.68	23,151.98	32.53	75,925.67	12,147.75
West Virginia	58.56	109,477.68	14,027.51	5.29	27,741.60	4,560.00
	1,967.58	4,304,517.74	420,992.22	557.58	2,318,545.80	480,296.65
North Carolina	78.18	131,411.28	11,170.29	7.32	21,918	3,248.00
South Carolina	44.80	74,320.48	6,871.64	11.54	30,430.92	4,172.00
Georgia	91.85	150,696.16	12,762.35	13.04	34,795.80	6,375.89
Florida	89.43	181,984.40	14,355.50	2.06	12,340.56	2,592.00
Porto Rico	6.82	11,427.62	1,048.00			
Alabama	91.48	143,721.76	13,466.75	2.73	10,683.92	1,999.00
Mississippi	52.29	91,086.82	9,146.04	3.66	7,634.12	1,869.00
Tennessee	67.88	118,864.48	12,204.33	27.12	67,423.20	10,330.00
Kentucky	73.18	174,741.84	16,764.02	10.29	52,838.76	8,673.00
	596.91	1,027,604.24	97,788.92	77.76	238,065.28	39,258.89
Ohio	386.62	811,802.16	78,888.92	63.33	289,171.97	40,902.00
Indiana	167.52	427,761.56	46,420.10	84.42	86,002.06	10,762.00
Illinois	215.13	492,616.80	52,000.33	166.95	628,172.44	88,434.00
Michigan	204.34	475,841.60	45,827.52	39.69	158,069.48	15,061.00
Wisconsin	148.34	344,940.16	35,046.09	23.88	73,796.24	9,266.00
Minnesota	90.13	201,589.44	23,216.75	27.97	82,048.62	17,432.00
Iowa	163.59	376,488.32	46,436.53	20.82	61,439.12	9,390.00
Missouri	180.98	322,083.84	30,193.38	61.08	156,310.94	29,199.06
	1,506.55	3,453,124.08	358,082.62	438.14	1,535,010.89	220,446.1
Arkansas	51.64	76,691.68	10,043.84	8.94	28,646.29	5,147.15
Louisiana	117.15	194,467.52	21,705.00	19.96	26,982.44	9,230.00
Texas	118.44	200,665.92	25,676.10	24.43	60,338.58	13,313.00
Indian Territory	28.65	40,839.76	5,626.90			
Oklahoma	34.43	66,610.96	10,437.76	2.40	7,172.87	2,190.00
Kansas	154.99	350,621.44	38,172.85	25.65	83,832.17	17,859.50
Nebraska	74.24	159,055.52	17,516.09	15.73	58,608.72	12,982.99
South Dakota	16.98	29,378.96	5,671.99	3.67	4,969.76	1,500.00
North Dakota	15.99	19,843.20	3,827.00	2.99	4,743.07	2,470.00
Montana	32.31	45,337.76	7,743.80	8.10	5,609.83	2,174.00
Wyoming	16.77	17,697.84	3,123.75			
Colorado	29.52	54,978.56	9,780.30	14.05	42,936.48	11,648.00
New Mexico	12.13	19,222.32	2,738.89			
Arizona	6.44	8,861.84	1,996.50			
Utah	48.14	71,295.12	6,984.13	2.94	10,470.42	1,997.00
Idaho	28.17	29,066.96	4,814.95			
Washington	60.91	90,965.68	15,984.56	12.06	20,414.19	10,345.00
Oregon	32.61	56,078.88	6,962.17	13.03	27,601.59	4,831.00
Nevada .....	.60	1,179.36	279.95			
California	117.51	275,985.84	30,444.23	29.73	132,858.31	23,558.00
Alaska	4.80	2,995.20	725.00			
Hawaii	55.83	32,886.64	4,076.00			
	1,063.25	1,844,126.96	234,331.75	178.68	514,984.72	119,245.64
Total	5,113.29	10,629,373.02	1,111,145.51	1,252.16	4,606,606.69	859,247.18

other wagon service, and electric or cable car service in operation June 30, 1903—Cont'd.

which the route is numbered, though the route may extend into other States or Territories.]

Electric and cable car service.			Total service.			States and Territories.
Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Total length of routes.	Total distance traveled per annum.	Total annual rate of expenditure.	
<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
93.01	153,120.41	4,926.54	6,079.51	6,014,068.23	478,283.36	Me.
60.80	105,644.20	5,741.85	2,308.73	3,563,369.85	218,317.30	N. H.
28.95	72,606.44	2,264.09	2,450.61	3,212,868.58	284,735.46	Vt.
458.61	835,059.43	45,286.70	8,822.65	11,745,899.19	946,886.10	Mass.
124.26	270,591.12	9,558.67	519.04	1,075,210.35	59,384.56	R. I.
106.26	206,801.32	6,589.41	2,016.99	7,258,006.27	654,832.48	Conn.
531.79	1,161,146	54,637.73	16,300.69	33,793,791.87	3,665,478.47	N. Y.
92.86	186,076.99	5,862.59	2,996.70	9,099,757.52	718,611.68	N. J.
563.62	1,238,822.12	72,089.40	18,962.39	27,368,101.15	2,690,187.62	Pa.
			449.12	707,006.51	46,544.46	Del.
154.26	444,375.30	40,079.48	5,680.32	10,182,014.77	1,084,738.36	Md.
67.02	71,579.62	2,302.60	16,510.43	14,220,223.98	1,391,603.08	Va.
16.54	35,463.16	1,158.35	8,968.33	6,581,640.76	457,807.19	W. Va.
2,297.98	4,781,286.11	250,506.41	85,069.51	134,761,968.97	12,597,409.07	
15.68	18,619.58	568.57	14,917.59	11,126,179.76	1,079,307.23	N. C.
9.39	11,930.12	509.53	6,448.05	5,808,143.81	429,165.61	S. C.
4	2,504	175.00	13,366.64	13,143,764.97	1,006,999.80	Ga.
6.76	7,743.06	400.00	7,604.84	5,022,410.26	471,698.93	Fla.
			3,498.71	568,873.68	80,203.03	P. R.
18.88	38,672.32	1,160.15	12,598.87	8,277,115.54	583,542.75	Ala.
			12,651.61	9,190,706.21	688,569.05	Miss.
51.15	88,771.28	2,823.75	10,722.77	8,208,685.56	584,204.45	Tenn.
27.16	75,192.56	2,256.76	15,412.04	18,662,940.10	1,073,712.11	Ky.
133.02	246,482.92	7,882.76	97,216.16	74,988,819.89	5,947,397.96	
740.59	1,148,900.35	40,599.48	17,702	32,315,348.31	5,541,039.63	Ohio.
79.89	95,051.40	2,596.18	8,162.48	11,999,099.66	1,464,562.00	Ind.
109.35	487,069.98	55,482.25	13,528.76	24,210,264.68	2,922,078.61	Ill.
285.96	372,902.52	15,416.68	11,909.21	14,904,479.45	1,221,797.22	Mich.
34.34	45,951.54	1,539.73	11,186.71	12,364,827.78	1,308,788.65	Wis.
67.36	112,729.86	3,498.56	13,377.67	11,396,832.88	1,367,758.99	Minn.
62.61	135,164.85	3,996.20	10,645.01	13,384,702.72	1,624,554.52	Iowa.
114.40	399,581.32	44,774.35	16,681.28	16,701,100.66	1,808,172.33	Mo.
494.50	2,795,641.32	168,003.40	103,102.18	137,265,655.99	17,258,752.15	
14.30	58,754.20	1,762.62	13,115.82	10,281,659.81	906,181.89	Ark.
8.72	16,969.24	579.50	8,020.88	5,833,572.79	460,760.89	La.
			20,115.08	22,934,732.76	1,833,627.61	Tex.
			5,717.61	5,489,824.92	517,654.78	Ind. T.
			6,825.62	4,671,174.89	329,166.95	Okl.
9.39	25,841.90	889.78	13,705.95	15,935,611.86	1,656,648.40	Kans.
16.15	65,161.18	1,964.83	12,060.80	12,485,902.47	2,391,187.80	Nebr.
			6,813.42	8,563,030.09	348,459.53	S. Dak.
			9,029.94	5,910,933.70	1,064,367.74	N. Dak.
			7,305.88	3,915,692	351,545.45	Mont.
			5,488.64	2,966,991.60	484,101.11	Wyo.
27.21	43,359.46	1,300.77	8,317.33	7,870,076.88	697,175.83	Colo.
6.08	8,676.80	265.29	5,763.15	3,624,002.03	398,983.87	N. Mex.
			4,693.97	2,302,780.25	267,924.70	Ariz.
23.34	32,919.16	1,062.50	4,447.10	3,690,728.78	269,381.14	Utah.
			4,962.60	2,409,799.51	205,616.54	Idaho.
80.31	109,902.92	5,728.59	8,122.77	6,055,323.42	581,077.66	Wash.
60.53	90,796.51	2,723.53	9,064.04	5,512,507.52	581,044.84	Oreg.
			4,784.13	1,780,079.27	143,117.35	Cal.
111.80	309,010.20	18,585.12	17,212.15	16,964,294.28	1,923,650.73	Nev.
			20,605.09	1,235,503.84	301,964.67	Alaska.
			14,706.25	742,696.76	96,234.38	Hawaii.
357.83	762,590.57	34,823.83	220,868.17	146,176,914.43	15,809,623.36	
4,283.33	8,585,950.92	461,216.40	506,255.97	498,193,359.28	51,613,182.55	
Railway Mail Service					11,250,042.12	
Necessary and special facilities on trunk lines					167,175.00	
Miscellaneous items, office Second Assistant Postmaster-General					995.48	
Pneumatic-tube service					201,095.14	
Mail equipment					324,813.28	
Special-office service					37,288.79	
Aggregate					63,694,542.34	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Line of railway post-office cars authorized.	Remarks.
MAINE.											
101001	Caribou and Limestone....	Bangor and Aroostook R. R. Co.	16.62	42.75	710.50	6	Miles.	Dollars.	Dollars.		
101002	Newport and Foxcroft.....	do.	29.90	94.91	2,827.90	12					
101003	Farmington and Brunswick.....	Maine Central R. R. Co.	63.24	106.88	6,756.00	15.38					
101004	Belfast and Burnham.....	do.	28.62	111.15	3,228.74	15					
101005	Cumland Junction (n. o.) and Skowhegan.....	do.	91.18	157.32	14,444.43	20.31					
101006	Portland and Bangor.....	do.	135.81	599.36	81,869.08	38.23	135.17	125.00	16,898.25	2 lines 60 feet; 1 line 40 feet.	
101007	Portland, Me., and Norton Mills, Vt.....	Grand Trunk Rwy. Co. of Canada	165.52	145.35	24,058.33	18.91					
101008	Portland, Me., and Rochester, N. H.....	Boston and Maine R. R. Co.	52.67	130.82	6,980.28	13.93	52.67	50.00	2,633.50	1 line 60 feet.	
101009	Brownville and Katahdin Iron Works.....	Bangor and Aroostook R. R. Co.	18.07	42.75	558.74	12					
101010	Portland, Me., and Fabryan House, N. H.....	Maine Central R. R. Co.	88.03	123.12	10,838.25	16.72					
101011	Winslow and Weeks Mills.....	Wisasset, Waterville and Farmington R. R. Co.	15.19		649.37	6					Agreement.
101012	Bangor and Vanceboro.....	Maine Central R. R. Co.	114.75	212.04	24,338.71	18.89	114.06	25.00	2,851.50	1 line 40 feet.	
101013	Bangor and Bucksport.....	do.	20.38	88.07	1,724.86	13					
101014	Mile Junction (n. o.) and Greenville Junction.....	Bangor and Aroostook R. R. Co.	48.84	77.81	3,800.24	14.80					
101015	Rockland and Brunswick.....	do.	57.04	156.47	8,925.04	19.28					
101016	Hoodton and New Brunswick line (n. o.).....	Canadian Pacific Rwy. Co.	3.12	42.75	133.88	12					
101017	Calais and Princeton.....	Washington County R. R. Co.	21.16	42.75	904.59	6					
101018	Oakland and Bangham.....	Somerset Rwy. Co.	41.72	74.39	3,103.55	13.51					
101019	Rumford Junction (n. o.) and Rumford Falls.....	Portland and Rumford Falls Rwy.	52.94	117.99	6,246.39	13.31					
101020	Farmington and Phillips.....	Sandy River R. R. Co.	18.38	72.68	1,325.85	12					
101021	Lewiston and Lewiston Junction (n. o.).....	Grand Trunk Rwy. Co. of Canada.	5.50	56.85	329.17	15					Do.
101022	Oquossoc and Bemis.....	Rumford Falls and Rangeley Lakes R. R. Co.	9.43		403.13	6					
101023	Monson Junction (n. o.) and Monson.....	Monson R. R. Co.	6.20	42.75	267.61	16					

		43.36	159.08	6,895.54	14.02	
101024	Bangor and Mount Desert Ferry.					
101025	Strong and Carrebasset	26.67	43.61	1,163.07	12.42	
101026	Harland and Pittsfield	8.49	46.17	391.98	18	
101027	Kennebunkport and Kennebunk Station (n.o.)	4.75	45.82	215.27	30	
101028	Fort Kent and Ashland	53.78		2,299.09	6	
101029	Harrison and Bridgton Junction (n.o.)	21.89	62.42	1,866.37	18	
101030	Greenville Junction and Boundary Line (n.o.)	68.46	42.75	2,926.66	11.64	
101031	Togus and Gardiner	5.32	48.74	259.29	21	
101032	Phillips and Rangeley	29.06	48.74	1,416.38	12	
101033	Union and West Warren (n.o.)	8.24	46.17	330.44	12	
101034	Washington Junction (n.o.) and Calais.	102.24	139.37	14,249.18	12	
101035	Ayers and Eastport	16.31	78.66	1,292.94	27	
101036	Mainstream and Hartland	7.77	42.76	332.16	6	
101037	Fort Fairfield and Phair	13.90	47.88	665.53	15	
101038	Caribou and Oldtown	198.61	138.51	26,124.37	12.42	
101039	Canton and Livermore Falls.	11.23	42.75	490.08	18	
101040	Albion and Wiscasset	44.31	56.43	2,500.41	6	
101041	Rumford Falls and Bemis.	28.14	42.75	1,202.98	6	
101042	Vanburen and Caribou	33.52	42.75	1,432.98	9	
101043	Bigelow and Carrebasset	6.28	42.75	288.47	6	
101044	Ashland Junction (n.o.) and Ashland.	43.39	42.75	1,854.92	12	
101045	Henderson and Onawa.	17.90		300.00	6	
101046	Lewiston and South Lewiston.	4.79	128.25	614.31	37.50	
101047	Patten and Patten Junction (n.o.)	6.42	42.75	274.45	18	
	NEW HAMPSHIRE.	1,899.11		273,246.00		
102001	Vacant.					
102002	Manchester and Portsmouth	40.38	94.91	8,832.46	18	
102003	Manchester and Henniker	26.85	58.14	1,531.98	12	
102004	Hooksett and Center Barnstead.	24.54	77.81	1,909.45	12	
102005	Beecher and Coos	22.79	66.69	1,519.86	15	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW HAMPSHIRE—cont'd.											
102006	Grovelton, N. H., and Bos- ton, Mass.	Boston and Maine R. R.	220.06	236.84	52,116.64	49.03	Miles. 37.68 73.33	Dollars. 25.00 90.00	Dollars. 7,541.70	1 line 40 feet. 1 line 50 feet; 2 lines 40 feet.	Meredith to Concord, N. H., to Concord, N. H., to Boston, Mass.
102007	Fabyan House and Wing- road (n. o.)	do	13.50	59.00	796.50	15.94					
102008	Concord, N. H., and White- river Junction, Vt.	do	69.70	262.49	18,296.55	32.40		69.60	4,524.00	1 line 50 feet; 1 line 40 feet.	
102009	Concord and Claremont Junction.	do	56.73	110.30	6,267.31	16.56					
102010	Concord and Peterboro. Junction.	do	32.92	56.43	1,867.67	16.13					
102011	Nashua Junction (n. o.) and Keene.	do	56.79	116.43	6,556.26	14.85					
102012	Rochester, N. H., and Wor- cester, Mass.	do	94.71	141.08	13,361.68	18.65		94.35	4,717.50	1 line 60 feet.	
102013	Vacant.	do									
102014	Conway Junction (n. o.), McC., and Intermediate Junc- tion (n. o.), N. H. Wolfboro.	do	73.41	111.15	8,159.52	14.91					
102015	Barberville and L. H. Wolf- boro.	do	12.18	49.59	604.00	12					
102016	Portsmouth and L. H. Wolf- boro.	do	56.41	70.11	3,964.90	13					
102017	Fabyan House, N. H., and South Lebanon, Vt.	Maine Central R. R. Co.	20.93	74.39	1,566.98	12					
102018	Wilkeson Junction (n. o.)	Boston and Maine R. R.	12.11	48.61	528.11	26.33					
102019	Beimont and Junction	do	4.28	42.75	182.97	12					
102020	Franklin and Bristol	do	13.36	58.14	776.75	12					
102021	Bollinford (n. o.) and Som- ersworth.	do	2.87	62.42	179.14	42					
102022	Plymouth and Lincoln	do	21.91	56.43	1,236.38	17.12					
102023	Meadows and Berlin	do	21.56	42.75	921.69	12					
102024	Vacant.	do									
102025	Quebec Junction (n. o.), Franklin and Coe, N. H., and Tilton.	Maine Central R. R. Co.	32.53	47.03	1,532.23	27					
102026	Franklin Junction (n. o.)	Boston and Maine R. R.	5.34	70.97	378.97	14.81					

102027	New Boston and Parkers Station (n. o.).	.....do.....	5.44	42.75	232.56	12	.....	.....	.....
	VERMONT.		940.84		128,278.56			16,783.20	
108001	Wilmington, Vt., and Hoo-sec Tunnel Junction (n. o.), Mass.	Hoo-sec Tunnel and Wil- mington R. R. Co.	24.00	47.88	1,149.12	9.25			
108002	White River Junction (n. o.), and Rouse Point, N. Y.	Central Vermont Rwy. Co....	144.26	236.84	84,166.58	26.26	119.86	65.00	White River Junction to St. Albans.
108003	Windsor and White River Junction.	.....do.....	14.21	237.69	3,377.57	28	14.00	50.00	1 line 50 feet and 1 line 40 feet.
108004	Battleboro and Windsor..	Boston and Maine R. R.	49.32	241.11	11,891.54	25	48.86	50.00	2 lines 40 feet.
108005	Albany, Vt., and Canadian	Rutland R. R. Co.....	2.47		105.59	6		2,448.00	Agreement.
108006	Bellamy Line (n. o.), Canada Junction and	Central Vermont Rwy. Co....	10.58	192.38	2,085.38	28.16			
108007	Canada Line and Richford	.....do.....	28.56	90.37	2,295.36	15			
108008	Leicester Junction, Vt., and Fort Ticonderoga, N. Y.	Rutland R. R. Co.....	15.81	42.75	675.87	9			
108009	Richford and Newport....	Canadian Pacific Rwy. Co....	20.99	59.85	1,256.25	18			
108010	White River Junction and Dorcy Lane Junction and	Boston and Maine R. R.	110.18	194.09	21,384.83	25.96	104.20	50.00	White River Junction to Newport.
108011	South Lunenburg and Swanton.	.....do.....	118.68	104.31	12,874.29	12.14			
108012	Wells River and Montpelier.	Montpelier and Wells River R. R.	38.89	88.92	3,458.09	18.21			
108013	White River Junction and Windsor.	Woodstock Rwy. Co.....	14.55	64.98	945.45	18			
108014	Burlington and Cambridge Junction.	Central Vermont Rwy. Co....	34.01	185.09	4,594.41	19.40			
108015	Rutland and Bennington..	Rutland R. R. Co.....	57.81	184.68	10,584.01	27.09			
108016	Battleboro and South Lun- denbury.	Central Vermont Rwy. Co....	36.81	62.42	2,266.47	12			
108017	Montpelier Junction (n. o.) and Williamsstown.	.....do.....	15.20	68.40	1,089.68	20.37			
108018	North Bennington, and State Line (n. o.).	Rutland R. R. Co.....	2.01	194.09	390.12	25			
108019	Barre and Junction (n. o.).	Montpelier and Wells River R. R.	4.44	42.75	189.81	12			
108020	Bristol and New Haven Depot (n. o.).	Bristol R. R. Co.....	6.59	49.59	328.79	18			
108021	Bellows Falls and Burling- ton.	Rutland R. R. Co.....	120.19	198.86	23,840.88	26.43	120.00	25.00	1 line 40 feet.
108022	State Line (n. o.) and Hosick Junction (n. o.).	Boston and Maine R. R.	5.04	194.09	978.21	25			
108023	Rochester and Bethel.....	White River R. R. Co.....	19.27		823.79	6			Agreement.
			892.82		140,150.04			19,143.90	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1905—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MASSACHUSETTS.											
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	<i>Miles.</i> 108.47	<i>Dollars.</i> 902.08	<i>Dollars.</i> 97,843.19	68.27	<i>Miles.</i> 108.47	<i>Dollars.</i> 100.00	<i>Dollars.</i> 10,847.00	1 line 60 feet; 1 line 40 feet.	
104002	Boston and West Lynn (n. o.).	do	12.58	47.03	589.28	32.64					
104003	Beverly and Rockport	do	17.58	128.25	2,254.63	38.30					
104004	Salem and Marblehead	do	4.08	47.03	199.58	27					
104005	Salem and Junction (n. o.).	do	21.82	44.46	947.88	26.28					
104006	Ashland, Mass., and Valley Falls, R. I.	New York, New Haven and Hartford R. R. Co.	34.94	42.75	1,493.68	15.58					
104007	Salem and Amesbury	Boston and Maine R. R.	4.41	106.88	471.84	42					
104008	Wrentham Depot and South Essex.	do	6.04	42.75	258.21	18					
104009	Swampscott Junction (n. o.) and Marblehead.	do	4.79	42.75	204.77	13.26					
104010	Wakfield and Peabody	do	7.78	42.75	332.59	13.27					
104011	Boston, Mass., and Portland, Me.	do	114.78	299.25	84,847.91	75.17	114.78	75.00	8,608.50	1 line 60 feet; 2 lines 40 feet.	
104012	Wellington and Medford	do	2.06	66.69	137.38	40					
104013	Georgetown and Haverhill	do	6.78	42.75	289.85	32.43					
104014	Wakfield Junction (n. o.) and Newburyport.	do	30.76	110.30	3,392.82	25.01					
104015	Newton Junction, N. H., and Merrimac, Mass.	do	4.87	42.75	208.19	21					
104016	Nantucket and Salsomest.	Nantucket Central R. R. Co.	8.70	42.75	371.92	6					
104017	Lowell and Lawrence	Boston and Maine R. R.	13.86	48.74	651.16	22.13					
104018	Winchester and Woburn	do	2.26	69.26	156.52	61					
104019	Somerville Station (n. o.) and North Billerica.	do	20.14	83.79	1,687.53	34.91					
104020	Ayer and North Chelms- ford.	do	13.74	77.81	1,069.10	12					
104021	Boston, Mass., and Troy, N. Y.	do	191.41	248.81	47,624.72	57.13	49.60 141.81	90.00 65.00	13,681.65	1 line 60 feet and 2 lines 40 feet. 1 line 60 feet and 1 line 40 feet.	Boston to Fitchburg, Mass. Fitchburg, Mass. to Troy, N. Y.

1904/22	Springfield, Mass., and Tat- tletts, Conn.	Central New England Rwy. Co.	19.28	822.08	6
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C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MASSACHUSETTS—continued.											
104044	South Braintree, Mass., and Newport, R. I.	(New York, New Haven and Hartford R. R. Co.)	Miles. 58.62	Dollars. 130.82	Dollars. 7,668.66	40.61	Miles.	Dollars.	Dollars.		
104045	Buzzards Bay and Woods Hole.	(New York, New Haven and Hartford R. R. Co.)	17.70	107.78	1,906.82	24					
104046	South Braintree and Plym- outh.	do	26.67	128.25	3,420.42	51.64					
104047	Sterling Junction and Fratte Junction.	do	4.84	77.81	376.80	18					
104048	Yarmouth Junction (n.o.) and Hyannis.	do	3.43	44.46	152.49	28					
104049	South Framingham and Lowell.	do	28.65	91.49	2,621.18	15.81					
104050	New Bedford and Tremont Junction (n.o.).	do	15.95	70.97	1,131.97	19.85					
104051	New Bedford and Fitch- burg.	do	90.30	132.53	11,967.45	44.41					
104052	East Thompson, Conn., and Southbridge, Mass.	do	17.80	70.97	1,263.26	21.89					
104053	Vacant.										
104054	Vacant.										
104055	South Ashburnham, Mass., and Bellows Falls, Vt.	Boston and Maine R. R.	54	181.26	9,788.04	28.07			1,340.50	1 line 40 feet.	
104056	South Vernon Junction (n.o.), Mass., and Keene, N. H.	do	24.02	66.69	1,601.89	23.32					
104057	Vacant.										
104058	Peterboro, N. H., and Wor- cester, Mass.	do	52.05	115.43	6,008.13	19.69					
104059	Vacant.										
104060	Vacant.										
104061	Vacant.										
104062	Brattleboro, Vt., and New London, Conn.	Central Vermont Rwy. Co.	121.34	143.64	17,429.27	23.99	10.00	50.00	500.00	lines 40 feet.	Brattleboro, Vt., to South Vernon Junc- tion (n.o.), Mass.
104063	South Lawrence Station (n.o.), Mass., and Man- chester, N. H.	Boston and Maine R. R.	27.21	97.47	2,652.15	25.29					

104064	Braintree Junction (n. o.) and Kingston Station (n. o.). Atlantic (Station Quincy) and East Milton. Spencer and South Spencer (n. o.). Springfield and South Vermont Junction (n. o.). Springfield and Athol.....	New York, New Haven and Hartford R. R. Co. do.....	32.18	107.73	3,406.75	42.42				
104065	.....	.....	2.11	42.75	90.20	18				
104066	.....	.....	2.38	53.87	128.21	28.50				
104067	.....	New York Central and Hudson River R. R. Co. Boston and Maine R. R.	50.56	274.46	13,873.95	65.30	50.55	2,527.50	2 lines 40 feet.	
104068	.....	New York Central and Hudson River R. R. Co. New York, New Haven and Hartford R. R. Co. Boston and Maine R. R.	47.92	67.55	3,286.99	13.09				
104069	Holyoke and Westfield.....	.....	10.54	42.75	450.58	12				
104070	Ashburnham Junction (n. o.) and Ashburnham. Vandusen and Stateline.....	.....	2.72	42.75	116.28	24				
104071	.....	New York, New Haven and Hartford R. R. Co.	10.56	53.87	568.96	21.78				
104072	Vacant.	.....							
104073	Boston and Riverside Junction (n. o.). Vacant.	New York Central and Hudson River R. R. Co.	12.19	134.24	1,686.36	47.93				
104074	.....	.....						
104075	.....	.....	8.19	48.74	399.18	27.61				
104076	North Abington and Hanover. Mount Tom and Easthampton Station (n. o.). Boston and Winthrop (Station X). Orient Heights (n. o.) and Revere (Station R, Boston).	New York, New Haven and Hartford R. R. Co. Boston and Maine R. R. Boston, Revere Beach and Lynn R. R. Co. do.....	3.30	42.75	141.07	30				
104077	.....	.....	4.78	65.84	314.71	36.83				
104078	.....	.....	1.82	55.58	101.15	40				
104079	.....	.....						
104080	Boston and Northampton.....	Boston and Maine R. R.	104.68	83.79	8,771.13	19.61				
104081	Chatham and Harwich Junction (n. o.). Lowell Junction (n. o.) and Lowell Station (n. o.). Vacant.	New York, New Haven and Hartford R. R. Co. Boston and Maine R. R.	7.76	46.32	351.68	12				
104082	.....	.....	2.51	49.59	422.01	36.50				
104083	.....	.....						
104084	.....	.....						
104085	.....	.....						
104086	Montvale Junction (n. o.) and Stanbush. Chippewas Junction (n. o.) and Chippewas Falls. Sagunawook Junction (n. o.), Mass., and Brookline, N. H.	do..... do..... do.....	2.55	53.87	137.56	52.50				
104087	.....	.....	2.39	64.12	153.24	83				
104088	.....	.....	13.51	42.75	577.55	13.83				
104089	Plymouth and East Taunton Junction (n. o.). Peabody and North Reading. North Cambridge Junction (n. o.) and Waltham.	New York, New Haven and Hartford R. R. Co. Boston and Maine R. R. do.....	24.24	42.75	1,086.26	17.03				
104090	.....	.....	9.60	42.75	410.40	18				
104091	.....	.....	6.79	64.12	435.87	29.85				

106004	{ New York, N. Y., and Boston, Mass.	.....do.....	280.88	1,277.87	294,919.18	187.88	{ 72.78 143.81 9.79	{ 570.00 805.00 330.00	{ 89,949.85	{ 6 lines 60 feet, 8 lines 55 feet, and 3 lines 50 feet, 3 lines 60 feet, 1 line 55 feet, and 2 lines 50 feet. 4 lines 60 feet, 1 line 55 feet, and 2 lines 50 feet. 2 lines 60 feet, 2 lines 55 feet, and 1 line 50 feet. ‡ line 60 feet.	New York, N. Y., to New Haven, Conn.
	New Haven, Conn., and Springfield, Mass.	.....do.....	62.50	841.32	52,662.50	85.77	62.50	240.00	15,000.00	2 lines 60 feet, 2 lines 55 feet, and 1 line 50 feet.	New Haven, Conn., to Readville, Mass.
106006	Waterbury and Watertown, Boston, Mass., and Hope- well Junction, N. Y.	.....do.....	6.19	51.80	817.54	15.69					
106008	Vernon and Melrose .....	.....do.....	214.76	198.96	40,631.04	25.64					
106009	New Canaan and Stamford Station (n. o.) .....	.....do.....	13.12	42.75	560.88	23.19					
106010	New Haven, Conn., and Shelburne Falls, Mass.	.....do.....	7.95	51.30	407.88	24					
106011	Naugatuck Junction (n. o.) and Winsted.	.....do.....	100.88	181.67	13,210.45	16.89					
106012	Bridgeport, Conn., and Pittsfield, Mass.	.....do.....	57.11	145.21	8,850.05	29.87					
106013	South Norwalk and Brook- field Junction (n. o.) .....	.....do.....	111.41	140.22	15,621.91	30.54					
106014	New Haven and Willman- tic.	.....do.....	29.71	143.64	4,267.54	47.85					
106015	Hartford and Saybrook Point.	.....do.....	54.16	260.78	14,123.84	24.07	54	25.00	1,850.00	‡ line 60 feet.	Readville, Mass., to Willimantic, Conn.
106016	Hartford, Conn., and Springfield, Mass.	.....do.....	45.56	117.99	5,875.62	31.70					
106017	Derby Junction (n. o.) and Ansonia.	.....do.....	31.75	94.05	2,996.06	12					
106018	Hartford, Conn., and Rhinecliff, N. Y.	.....do.....	2.48	61.56	152.66	46					
106019	Central New England Rwy. Co. New York, New Haven and Hartford R. R. Co.	.....do.....	109.81	84.65	9,253.09	11.96					
106020	Litchfield and Bethel .....	.....do.....	38.91	64.12	2,494.90	15					
106021	Turnerville and Colchester. Farmington Station (n. o.) and New Hartford.	.....do.....	4.50	43.61	196.24	27					
106022	Vacant.	.....do.....	14.80	68.40	978.12	12					
106023	Branchville and Ridgeville Vacant.	.....do.....	4.21	52.16	219.99	27					
106024	Windsor Locks and Suffield New Haven and Boston	.....do.....	4.78	50.45	241.15	27					
106025		.....do.....	24.19	105.17	2,644.06	26.88					
106026		.....do.....	1,252.98		480,162.08						
									108,207.10		

106004	(New York, N. Y., and Boston, Mass.	.....do.....	280.88	1,277.87	294,919.18	137.88	{ 72.78 143.31 9.79	{ 570.00 805.00 330.00	89,949.85	{ 6 lines 60 feet, 3 lines 55 feet, and 3 lines 50 feet, 34 lines 60 feet, 11 lines 55 feet, and 2 lines 50 feet. 4 lines 60 feet, 1 line 55 feet, and 2 lines 50 feet. 2 lines 60 feet, 2 lines 55 feet, and 1 line 50 feet. ‡ line 60 feet.	New York, N. Y., to New Haven, Conn.
	New Haven, Conn., and Springfield, Mass.	.....do.....	62.50	841.32	52,562.50	85.77	62.50	240.00	15,000.00	2 lines 60 feet, 2 lines 55 feet, and 1 line 50 feet.	New Haven, Conn., to Readville, Mass.
106005	Waterbury and Watertown.	.....do.....	6.19	51.30	317.54	15.69					
106007	Boston, Mass., and Hope- well Junction, N. Y.	.....do.....	214.76	198.96	40,581.04	25.64					
106008	Vernon and Melrose.....	.....do.....	13.12	42.75	560.88	23.19					
106009	New Canaan and Stamford Station (n. o.).	.....do.....	7.95	51.30	407.88	24					
106010	New Haven, Conn., and Shelburne Falls, Mass.	.....do.....	100.88	131.67	13,210.45	16.89					
106011	Naugatuck Junction (n. o.) and Winsted.	.....do.....	57.11	145.21	8,350.05	29.87					
106012	Bridgeport, Conn., and Pittsfield, Mass.	.....do.....	111.41	140.22	15,621.91	30.54					
106013	South Norwalk and Brook- field Junction (n. o.).	.....do.....	29.71	143.64	4,267.54	47.35					
106014	New Haven and Willman- tic.	.....do.....	54.16	260.78	14,123.84	24.07	54	25.00	1,350.00	‡ line 60 feet.	Readville, Mass., to Willimantic, Conn.
106015	Hartford and Saybrook Point.	.....do.....	45.56	117.99	5,375.62	31.70					
106016	Hartford, Conn., and Springfield, Mass.	.....do.....	31.75	94.05	2,966.08	12					
106017	Derby Junction (n. o.) and Ansonia.	.....do.....	2.48	61.56	152.66	46					
106018	Hartford, Conn., and Rhinecliff, N. Y.	Central New England Rwy. Co.	109.31	84.65	9,253.09	11.96					
106019	Litchfield and Bethel	New York, New Haven and Hartford R. R. Co.	38.91	64.12	2,494.90	15					
106020	Turnerville and Colchester.	.....do.....	4.50	48.61	195.24	27					
106021	Farmington Station (n. o.) and New Hartford.	.....do.....	14.30	63.40	978.12	12					
106022	Vacant.	.....do.....									
106023	Branchville and Bridgeville Vacant.	.....do.....	4.21	52.16	219.09	27					
106024	Windsor Locks and Suffield	.....do.....	4.78	50.45	241.15	27					
106025	New Haven and Boulders	.....do.....	24.19	105.17	2,644.06	26.88					
106026			1,252.98		430,162.08				108,207.10		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage of railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK.										
107001	New York and Dunkirk	Erle R. R. Co.	438.88	339.44	155,762.22	43.87	330.33 81.83	140.00 90.00	53,565.90	2 lines 60 feet and 1 line 50 feet 1 line 60 feet and 1 line 50 feet	Jersey City, N. J. to Hornellsville, N. Y. Hornellsville to Salamanca, N. Y.
107002	Tellman and Spurrill	do	12.36	42.75	528.39	12					
107003	Buffalo Station A, Niagara Falls	do	27.14	94.91	2,575.88	8.50					
107004	Newburgh and Greycourt	do	19.18	61.56	1,180.72	31.69					
107005	Rochester and Cayuga	do	94.89	117.14	11,115.41	29					
107006	Mount Morris and Arles	do	50.96	74.39	3,730.91	17.17					
107007	Dresden and Penn Yan	New York Central and Hudson River R. R. Co.	6.66	45.82	301.88	29					
107008	Buffalo and Hornellsville	Erle R. R. Co.	92.47	206.91	19,182.96	32.58					
107009	Montgomery and Pine Island	do	22.43	55.58	1,246.65	19.30					
107010	Pine Island Junction (n. o.), N. Y. and Blair, N. J.	Lehigh and New England R. R. Co.	25.08	42.75	1,072.17	8.56					
107011	New York and Buffalo	New York Central and Hudson River R. R. Co.	439.49	3,486.69	1,532,965.38	107.35	439.49	580.00	254,904.20	10 lines 60 feet and 2 lines 50 feet	
107012	Troy and Schenectady	do	21.49	131.67	2,829.58	37					
107013	Schenectady and Rochester	do	102.33	189.81	19,452.74	44.57					
107014	Camden, Arles and North Tonawanda	do	86.47	59.85	5,175.22	7.59					
107015	Lockport Station (n. o.) and North Tonawanda	do	11.48	105.17	1,297.35	36					
107016	Buffalo and Lewiston	do	29.54	231.71	6,844.71	97.70					
107017	New York and Brewster	do	54.28	61.56	3,341.47	6.86					
107018	Rochester and Niagara Falls	do	77.56	190.67	14,788.36	34.60					
107019	Dunkirk, N. Y., and Titusville, Pa.	Lake Shore and Michigan Southern Rwy. Co.	91.25	91.49	8,348.46	12.24					
107020	Albany Junction (n. o.) and Troy	Delaware and Hudson Co.	5.86	157.32	921.89	34.43					
107021	Rochester and Charlotte	New York Central and Hudson River R. R. Co.	9.48	42.75	405.27	12					
107022	New York and Chatham	do	127.04	138.51	17,586.31	28.31					
107023	Goldenbridge and Somers Center.	do	3.88	42.75	165.87	12					

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Line of railway post-office cars authorized.	Remarks.
MAINE.											
101001	Caribou and Limestone....	Bangor and Aroostook R. R. Co.	Miles. 16.62	Dollars. 42.75	Dollars. 710.50	6					
101002	Newport and Foxcroft....	Maine Central R. R. Co.	29.90	94.91	2,897.80	12					
101003	Farmington and Brunswick....	do	63.24	106.68	6,799.09	16.38					
101004	Belfast and Burnham....	do	33.52	111.15	3,725.74	15					
101005	Cumberland Junction (n. o.) and Skowhegan.	do	91.18	157.82	14,844.43	20.31					
101006	Portland and Bangor....	do	135.81	599.36	81,899.08	38.23	135.17	125.00	16,896.25	2 lines 60 feet; 1 line 40 feet.	
101007	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Co. of Canada.	165.52	145.35	24,058.33	18.91					
101008	Portland, Me., and Rochester, N. H.	Boston and Maine R. R.	52.67	130.82	6,890.28	13.93	52.67	50.00	2,633.50	1 line 60 feet.	
101009	Brownville and Katahdin Iron Works.	Bangor and Aroostook R. R. Co.	18.07	42.75	558.74	12					
101010	Potland, N. E., and Fabyan House, N. E.	Maine Central R. R. Co.	88.03	123.12	10,838.25	16.72					
101011	Winslow and Weeks Mills.	Wiscasset, Waterville and Farmington R. R. Co.	15.19		649.37	6					Agreement.
101012	Bangor and Vanceboro....	Maine Central R. R. Co.	114.76	212.04	24,338.71	18.89	114.06	25.00	2,851.50	1 line 40 feet.	
101013	Bangor and Bar Harbor....	do	20.38	58.07	1,794.56	13					
101014	Mt. Vernon (n. o.) and Greenville Junction.	Bangor and Aroostook R. R. Co.	48.84	77.81	3,800.24	14.80					
101015	Rockland and Brunswick.	Maine Central R. R. Co.	57.04	154.47	8,925.04	19.28					
101016	Horton and New Brunswick (n. o.).	Canadian Pacific Rwy. Co.	3.12	42.75	133.38	12					
101017	Calais and Princeton....	Washington County R. R. Co.	21.16	42.75	904.59	6					
101018	Oakland and Bangham....	do	41.72	74.39	3,103.55	13.51					
101019	Bangor Junction (n. o.) and Bangor Falls.	Portland and Rumford Falls Rwy. Co.	52.94	117.99	6,246.39	13.31					
101020	Farmington and Phillips.	Sandy River R. R. Co.	18.38	72.68	1,335.85	12					
101021	Lewiston and Lewiston Junction (n. o.).	Grand Trunk Rwy. Co. of Canada.	5.50	59.85	1,329.17	15					
101022	Oquossoc and Bemis....	Rumford Falls and Rangeley Lakes R. R. Co.	9.43		403.13	6					Do.
101023	Monson Junction (n. o.) and Monson.	Monson R. R. Co.	6.20	42.75	267.61	18					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW HAMPSHIRE—cont'd.										
102006	(Grovelton, N. H., and Bos- ton, Mass.	Boston and Maine R. R.	220.05	236.84	52,116.64	49.03	Miles 37.68 73.33	Dollars. 25.00 90.00	Dollars. 7,541.70	1 line 40 feet. 1 line 50 feet; 2 lines 40 feet.	Meredith to Concord, N. H. Concord, N. H., to Boston, Mass.
102007	Fabyan House and Wing- road (n. o.)	do.	13.50	59.00	796.50	15.94					
102008	Concord, N. H., and White- river Junction, Vt.	do.	69.70	262.49	18,295.55	32.40		69.60	4,524.00	1 line 50 feet; 1 line 40 feet.	
102009	Concord and Claremont Junction.	do.	56.73	110.80	6,257.31	16.56					
102010	Contoocook and Peterboro	do.	32.92	56.43	1,857.67	16.13					
102011	Nashua Junction (n. o.) and Keene.	do.	56.79	115.43	6,556.26	14.85					
102012	Rochester, N. H., and Wor- cester, Mass.	do.	94.71	141.08	13,361.68	18.65	94.85	50.00	4,717.50	1 line 60 feet.	
102013	Vacant.	do.									
102014	Conway Junction (n. o.), Me., and Intervale Junc- tion (n. o.), N. H.	do.	73.41	111.15	8,159.52	14.91					
102015	Sanbornville and Wolfboro	do.	12.18	49.59	604.00	12					
102016	Portsmouth and Lakeport	do.	56.41	70.11	3,954.90	18					
102017	Fabyan House, N. H., and South Lunenburg, Vt.	Maine Central R. R. Co.	20.83	74.39	1,556.98	12					
102018	Whitesfield Junction (n. o.) and Jefferson.	Boston and Maine R. R.	12.11	48.61	528.11	26.33					
102019	Belmont and Junction (n. o.)	do.	4.28	42.75	182.97	12					
102020	Franklin and Bristol	do.	13.36	58.14	776.75	12					
102021	Rollinsford (n. o.) and Som- ersworth.	do.	2.87	62.42	179.14	42					
102022	Plymouth and Lincoln	do.	21.91	56.43	1,236.38	17.12					
102023	Meadows and Berlin	do.	21.56	42.75	921.69	12					
102024	Vacant.	do.									
102025	Quebec Junction (n. o.), Vt., and Coos, N. H.	Maine Central R. R. Co.	32.58	47.03	1,532.23	27					
102026	Franklin Junction (n. o.) and Tilton.	Boston and Maine R. R.	5.34	70.97	378.97	14.31					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminus.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
MASSACHUSETTS.											
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	Miles. 108.47	Dollars. 992.08	Dollars. 97,948.19	68.27	Miles. 108.47	Dollars. 100.00	Dollars. 10,847.00	14 lines 60 feet; 1 line 40 feet.	
104002	Boston and West Lynn (n. o.).	do.	12.58	47.08	596.28	32.64					
104003	Beverly and Rockport (n. o.).	do.	17.66	128.25	2,254.63	38.30					
104004	Salem and Marblehead (n. o.).	do.	4.08	47.08	193.53	27.08					
104005	Salem and Junction G (n. o.).	do.	21.52	44.46	947.88	26.28					
104006	Abland, Mass., and Valley Falls, R. I.	New York, New Haven and Hartford R. R. Co.	34.94	42.75	1,493.68	15.58					
104007	Subsidiary and Amesbury (n. o.).	Boston and Maine R. R.	4.41	108.88	471.94	42					
104008	Wrentham Depot and South Essex.	do.	6.04	42.75	258.21	18					
104009	Swampscott Junction (n. o.) and Marlborough.	do.	4.79	42.75	204.77	18.26					
104010	Walden and Peabody (n. o.).	do.	7.78	42.75	332.59	18.27					
104011	Boston, Mass., and Portland, Me.	do.	114.78	296.25	84,347.91	76.17	114.78	75.00	8,608.50	1 line 60 feet; 2 lines 40 feet.	
104012	Wilmington and Melford (n. o.).	do.	2.06	66.69	137.88	40					
104013	Georgetown and Haverhill (n. o.).	do.	6.78	42.75	288.86	32.43					
104014	Walden Junction (n. o.).	do.	30.76	110.80	3,392.52	25.01					
104015	Newburyport, N. H., and North Andover, Mass.	do.	4.87	42.75	208.19	21					
104016	Nantucket and Siasconnet (n. o.).	Nantucket Central R. R. Co.	8.70	42.75	371.92	6					
104017	Lowell and Lawrence (n. o.).	do.	13.56	46.74	631.72	22.13					
104018	Winchester and Woburn (n. o.).	Boston and Maine R. R.	15.74	46.26	724.52	61					
104019	Somerville Station (n. o.).	do.	20.14	83.79	1,687.53	34.91					
104020	Ayer and North Chelmsford.	do.	13.74	77.81	1,069.10	12					
104021	Boston, Mass., and Troy, N. Y.	do.	191.41	248.81	47,624.72	57.13	49.40 141.81	90.00 66.00	13,681.66	1 line 50 feet and 2 lines 40 feet; 1 line 50 feet and 1 line 40 feet.	Boston to Fitchburg, Mass. Fitchburg, Mass. to Troy, N. Y.

100030	Newark and Paterson.....	Erie R. R. Co.....	11.40	53.01	604.31	39.25	.....	.....	.....
100031	Paterson.....	Tuckerton R. R. Co.....	29.59	62.42	1,847.00	13.10	.....	.....	.....
100032	Walling and Tuckerton....	Erie R. R. Co.....	45.37	57.29	2,599.24	32.39	.....	.....	.....
100033	Jersey City, N. J., and Green- wood Lake, N. Y.....	Atlantic City R. R. Co.....	19.70	42.75	842.17	14.04	.....	.....	.....
100035	Williams and Gladstone....	Delaware, Lackawanna and Western R. R. Co.....	22.49	60.71	1,365.36	13.95	.....	.....	.....
100036	Summit and Gladstone....	New York and Susquehanna and Western R. R. Co.....	39.54	84.65	7,579.56	20.77	.....	.....	.....
100037	Jersey City, N. J., and Mid- dletown, N. Y.....	Pennsylvania R. R. Co.....	7.23	77.31	582.55	41.59	.....	.....	.....
100038	Railway and Perth Amboy..	West Jersey and Seashore R. R. Co.....	20.31	51.30	1,041.90	21	.....	.....	.....
100039	Woodbury and Pennsgrove..	Central R. R. Co. of New Jersey.....	34.09	46.17	1,573.93	10.40	.....	.....	.....
100040	Highbridge and Hibernia...	West Jersey and Seashore R. R. Co.....	32.55	141.93	11,716.32	66.91	.....	.....	.....
100041	Philadelphia, Pa., and Cape May, N. J.....	Pennsylvania R. R. Co.....	12.49	42.75	533.94	12.50	.....	.....	.....
100042	Beachmont and Manas- hawkin.....	Central R. R. Co. of New Jersey.....	12.66	60.71	768.53	33	.....	.....	.....
100043	Matamoras Station (n. o.) and Freshfield.....	Philadelphia and Reading Rwy. Co.....	3.67	42.75	156.99	24	.....	.....	.....
100044	Trenton and Trenton Junc- tion (n. o.).....	West Jersey and Seashore R. R. Co.....	12.19	43.61	531.60	21	.....	.....	.....
100045	Haddonfield and Medford...	Pennsylvania R. R. Co.....	6.42	77.31	499.52	55.50	.....	.....	.....
100046	Bordentown and Trenton...	West Jersey and Seashore R. R. Co.....	8.47	42.75	382.09	13.39	.....	.....	.....
100047	Sea Isle City Station (n. o.) and Stoneharbor.....	Delaware Lackawanna and Western R. R. Co.....	6.43	42.75	274.83	18	.....	.....	.....
100048	Branchville Junction (n. o.) and Branchville.....	Central R. R. Co. of New Jersey.....	95.09	59.35	5,691.13	13.37	.....	.....	.....
100049	Redbank and Bridgeton ...	do.....	22.32	47.03	1,049.70	20.54	.....	.....	.....
100050	Lakehurst and Barnegat...	West Jersey and Seashore R. R. Co.....	21.04	100.04	2,106.84	33	.....	.....	.....
100051	Glassboro and Bridgeton...	Lehigh and Hudson River Rwy. Co.....	63.46	44.46	2,821.43	10.29	.....	.....	.....
100052	Greycourt and Belvidere...	Pennsylvania R. R. Co.....	3.55	87.21	309.59	50	.....	.....	.....
100053	Princeton Junction and Princeton.....	do.....	47.11	51.30	2,416.74	12.06	.....	.....	.....
100054	Rayhead Junction (n. o.) and Brimingham.....	Erie R. R. Co.....	9.82	53.01	520.55	13.33	.....	.....	.....
100055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).....	do.....	3.99	42.75	170.57	30	.....	.....	.....
100056	Newark and Greenwood Lake Junction (n. o.).....	West Jersey and Seashore R. R. Co.....	9.96	42.75	425.79	12	.....	.....	.....
100057	Ormond and Maurice River.....	New York, Susquehanna and Western R. R. Co.	47.72	43.61	2,061.06	11.30	.....	.....	.....
100058	Two Bridges (n. o.), N. J., and Stroudsburg, Pa.						.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

[illegible]

106004	(New York, N. Y., and Boston, Mass.	.....do.....	280.88	1,277.37	294,919.18	137.88	{ 72.78 143.31 9.79 }	{ 570.00 305.00 330.00 }	86,948.86	{ 6 lines 60 feet, 8 lines 55 feet, and 3 lines 50 feet. 9 lines 60 feet, 11 lines 55 feet, and 2 lines 50 feet. 4 lines 60 feet, 11 lines 55 feet, and 2 lines 50 feet. 2 lines 60 feet, 2 lines 55 feet, and 1 line 50 feet. 1 line 60 feet.	New York, N. Y., to New Haven, Conn.
106005	New Haven, Conn., and Springfield, Mass.	.....do.....	62.50	841.32	52,582.50	85.77	62.50	240.00	15,000.00		New Haven, Conn., to Readville, Mass.
106006	Waterbury and Watertown, Mass., and Hope- well, Conn., N. Y.	.....do.....	6.19	51.80	317.54	16.69					Readville to Boston, Mass.
106007	Waterbury and Watertown, Mass., and Hope- well, Conn., N. Y.	.....do.....	214.76	184.96	40,581.04	25.64					
106008	Vernon and Melrose, N. H.	.....do.....	13.12	42.75	580.88	23.19					
106009	New Canaan and Stamford, Conn.	.....do.....	7.86	51.80	407.88	24					
106010	New Canaan and Stamford, Conn.	.....do.....	100.88	131.67	13,210.45	16.99					
106011	Shelburne Falls, Mass., and Wilburton, Conn.	.....do.....	57.11	146.21	8,850.05	29.87					
106012	Springfield, Mass., and Bridgewater, Conn.	.....do.....	111.41	140.22	15,621.91	30.54					
106013	South Norwalk and Brook- field Junction (n. o.).	.....do.....	28.71	143.64	4,267.54	47.85					
106014	New Haven and Willman- tic	.....do.....	54.16	280.78	14,123.84	24.07					
106015	Hartford and Saybrook Point	.....do.....	45.56	117.99	5,875.62	31.70					
106016	Hartford, Conn., and Springfield, Mass.	.....do.....	31.75	94.05	2,986.08	12					
106017	Derby Junction (n. o.) and Ansonia	.....do.....	2.48	61.56	132.66	46					
106018	Hartford, Conn., and Rhinecliff, N. Y.	.....do.....	109.31	84.65	9,253.09	11.96					
106019	Litchfield and Bethel	.....do.....	38.91	64.12	2,494.90	15					
106020	Turnerville and Colchester, Farmington Station (n. o.)	.....do.....	4.50	43.61	196.24	27					
106021	Turnerville and Colchester, Farmington Station (n. o.)	.....do.....	14.80	68.40	978.12	12					
106022	Vacant	.....do.....	4.21	52.16	219.59	27					
106023	Branchville and Ridgerville	.....do.....	4.78	50.45	241.15	27					
106024	Vacant	.....do.....	24.19	106.17	2,544.06	28.88					
106025	Windsor Locks and Sumfield	.....do.....									
106026	New Haven and Bosford	.....do.....									
			1,282.98	480,162.08					106,207.10		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW YORK.											
107001	New York and Dunkirk....	Erie R. R. Co.....	458.88	389.44	156,762.22	48.87	{ 330.33 81.33 }	{ 140.00 90.00 }	{ 58,566.90 58,566.90 }	{ 2 lines 60 feet and 1 line 60 feet 1 line 60 feet and 1 line 60 feet.	Jersey City, N. Y., to Hornellville, N. Y. Hornellville to Sala- manca, N. Y.
107002	Tallman and Sparkill.....	do.....	12.36	42.75	528.39	12	.....	.....	.....	.....
107003	Buffalo and Station A. Niagara Falls.....	do.....	27.14	94.91	2,575.85	3.50	.....	.....	.....	.....
107004	Newburgh and Greycourt.....	do.....	19.18	61.56	1,180.72	31.69	.....	.....	.....	.....
107005	Rochester and Corning.....	do.....	94.89	117.14	11,115.41	29	.....	.....	.....	.....
107006	Mount Morris and Alfred.....	do.....	50.86	74.39	3,790.91	17.17	.....	.....	.....	.....
107007	Dresden and Penn Yan.....	New York Central and Hud- son River R. R. Co.....	6.66	45.82	301.83	29	.....	.....	.....	.....
107008	Buffalo and Hornellville.....	Erie R. R. Co.....	92.47	206.91	19,132.96	32.58	.....	.....	.....	.....
107009	Montgomery and Pine Island.....	do.....	22.43	55.58	1,245.65	19.30	.....	.....	.....	1 line 60 feet.	
107010	Pine Island Junction (n. o.), N. Y., and Blair, N. J.....	Lehigh and New England R. R. Co.....	25.08	42.75	1,072.17	8.58	.....	.....	.....	.....
107011	New York and Buffalo.....	New York Central and Hud- son River R. R. Co.....	439.49	3,486.69	1,532,365.38	107.35	439.49	560.00	254,904.20	10 lines 60 feet and 2 lines 50 feet.	
107012	Troy and Schenectady.....	do.....	21.49	131.67	2,829.58	37	.....	.....	.....	.....
107013	Syracuse and Rochester.....	do.....	102.38	198.81	19,452.74	44.57	.....	.....	.....	.....
107014	Canandaigua and North Tonawanda.....	do.....	86.47	58.85	5,175.22	7.59	.....	.....	.....	.....
107015	Lockport Station (n. o.) and North Tonawanda.....	do.....	11.48	106.17	1,207.35	36	.....	.....	.....	.....
107016	Buffalo and Lewiston.....	do.....	29.54	231.71	6,844.71	97.70	.....	.....	.....	.....
107017	New York and Brewster.....	do.....	54.28	61.56	3,341.47	6.86	.....	.....	.....	.....
107018	Rochester and Niagara Falls.....	do.....	190.67	190.67	14,788.36	34.80	.....	.....	.....	.....
107019	Dunkirk, N. Y., and Titus- ville, Pa.....	Lake Shore and Michigan Southern Rwy. Co.....	91.25	91.49	8,343.46	12.24	.....	.....	.....	.....
107020	Albany Junction (n. o.) and Troy.....	Delaware and Hudson Co.....	5.96	157.32	921.86	34.43	.....	.....	.....	.....
107021	Rochester and Charlotte.....	New York Central and Hud- son River R. R. Co.....	9.48	42.75	406.27	12	.....	.....	.....	.....
107022	New York and Chatham.....	do.....	127.04	138.51	17,596.81	28.31	.....	.....	.....	.....
107023	Goldenbridge and Somers Center.....	do.....	3.88	42.75	165.87	12	.....	.....	.....	.....

107024	Eagle Bridge, N. Y., and Hudson River Co.	Delaware and Hudson Co.	62.59	91.49	5,728.85	18.79				
107025	Schenectady and Ballston Sta.	"do	15.24	68.40	1,042.41	16.57				
107026	Albany and Rouse Point.	"do	191.95	259.92	49,738.29	38.95	190.98	25.00	4,778.25	1 line 40 feet.
107027	Coblekill and Cherry Val- ley.	"do	22.87	53.57	1,292.00	12				
107028	Albany and Binghamton.	"do	142.59	164.16	23,407.57	31.64				
107029	South Junction (n.o.) and Au Sable Forks.	"do	19.37	51.30	998.66	12				
107030	Delaunoy and Schenectady. Nineveh Junction and Jef-	"do	15.40	42.75	658.35	12				
107031	erson Junction (n.o.).	"do	22.01	69.26	1,524.41	9.20				
107032	Fort Edward and Coldwell. West Chazy and Moores	"do	14.92	75.24	1,122.68	33.45				
107033	Station A. Niagara Falls, and Richland.	"do	10.74	42.75	459.13	6				
107034	New York Central and Hud- son River R. R. Co.	"do	180.49	95.76	17,283.72	15.58				
107035	Watertown and Cape Vin- cent.	"do	25.83	77.81	2,009.83	18				
107036	Rome and Ogdensburg.	"do	142.06	164.16	23,820.56	26.28				
107037	Syracuse and Pulaski	"do	37.98	136.80	5,196.66	30.34				
107038	Hornellville and Wayland (n.o.).	Pittsburg, Shawmut and Northern R. R. Co.	21.97	42.75	989.21	11.73				
107039	Watertown and Sackett Harbor.	New York Central and Hud- son River R. R. Co.	12.55	44.46	557.97	12				
107040	Fulton Chain and Oldforge.	Fulton Chain Rwy. Co.	2.74		117.13	6				
107041	Utica and Chenango Forks.	Delaware, Lackawanna and Western R. R. Co.	83.76	132.53	11,100.71	27.43				
107042	Owego and Ithaca.	"do	35	129.11	4,518.85	23.50				
107043	Richfield Junction (n.o.) and Richfield Springs.	"do	22.01	76.95	1,693.66	22				
107044	Oyster Bay and Hempstead.	Long Island R. R. Co.	17.10	78.66	1,345.08	25.98				
107045	Long Island City and Brooklyn.	"do	95.04	144.50	13,733.28	39.36				
107046	Brockton and Wading River.	"do	44.92	90.63	4,071.09	19.52				
107047	Connetquot Lake Junction (n.o.) and Lakerville.	Erle R. R. Co.	1.54	42.75	65.83	12				
107048	Oswego and Cornwall Sta- tion (n.o.).	New York, Ontario and Western Rwy. Co.	273.08	123.98	33,856.45	20.40				
107049	Gouverneur and Edwards.	New York Central and Hud- son River R. R. Co.	15.25	44.46	678.01	12				
107050	Walton and Delhi.	New York, Ontario and Western Rwy. Co.	17.59	59.85	1,052.76	24.50				
107051	Clinton and Rome.	"do	13.67	42.75	584.39	12				
107052	Molra and Tupper Lake.	New York and Ottawa R. R. Co.	54.64	42.75	2,836.86	12.26				
107053	Rouse Point and Ogdens- burg.	Rutland R. R. Co.	119.04	116.28	13,841.97	18				
107054	Raymondville and Nor- wood.	Norwood and Saint Law- rence R. R. Co.	7.96		339.86	6				

Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW YORK—continued.										Agreement.
107065	Kingston and Ellenville...	New York, Ontario and Western Rwy. Co.	Miles, 27.77	Dollars,	1,157.16	6			Dollars,		
107066	Schoharie Junction (n. o.) and Middleburg.	Schoharie Valley Rwy. Co....	9.91	57.29	567.74	18					
107067	Utica and Randolphville....	New York, Ontario and Western Rwy. Co.	31.10	88.07	2,788.97	19.18					
107068	Buffalo, N. Y., and Empo- rium, Pa.	Pennsylvania R. Co.....	122.09	133.38	16,284.86	34.20					
107069	Swain and Angelica.....	Pittsburg, Shawmut and Northern R. R. Co.	18.63	42.76	786.43	12					
107060	Hartlot and Skaneateles....	Skaneateles R. R. Co.....	5.06	138.51	699.47	18					
107061	Buffalo, N. Y., and Oil City, Pa.	Pennsylvania R. Co.....	187.61	178.70	24,580.90	24.18					
107062	New York (foot of White- hall street) and Mariner Harbor.	Staten Island Rapid Transit Rwy. Co.	9.88	106.88	1,056.97	46.58					
107063	Canandaigua and Elmira...	Northern Central Rwy. Co....	69.22	188.96	13,079.81	25					
107064	Binghamton and Owego....	Delaware Lackawanna and Western R. R. Co.	114.49	161.60	18,501.58	36.61					
107065	Saranac Lake and Newman.	Chateaugay R. R. Co.	10.48	53.87	564.55	25					
107066	Rouse Point and Canada Line (n. o.).	Grand Trunk Rwy. Co. of Canada.	1.47	188.10	276.50	19					
107067	St. George (n. o.) and Tot- tenville.	Staten Island Rapid Transit Rwy. Co.	14.80	68.40	1,012.32	49.47					
107069	Hudson and Chatham.....	New York Central and Hud- son River R. R. Co.	17.27	42.76	788.29	21					
107070	Silver Lake Junction (n. o.) and Perry.	Silver Lake Rwy. Co.....	8.22	64.98	534.13	14.62					
107071	Syracuse and Earlville....	New York Central and Hud- son River R. R. Co.	43.92	59.85	2,628.61	18					
107072	Van Etten Junction (n. o.) and Geneva Junction (n. o.).	Lehigh Valley R. R. Co.....	59.52	138.51	8,244.11	23					
107073	Station R (Kingston) and Oneonta.	Ulster and Delaware R. R. Co.	107.16	107.73	11,544.34	19					
107074	Vails Gate Junction (n. o.) and Newburg Junction (n. o.).	Erie R. R. Co.....	12.65	48.74	616.56	25.18					

107075	Vacant.	19.68	44.46	874.97	12.74
107076	Cortland and Cincinnati...	13.16	47.88	680.10	81.80
107077	Saratoga Springs and Schuylerville.	24.61	57.29	1,409.90	12
107078	Port Jervis and Monticello.	37.06	45.82	1,679.55	8.86
107079	Poughkeepsie and Boston Corner.	118.60	70.97	8,417.04	9.68
107080	Canastota and Elmira.	26.91	86.86	2,823.94	20.16
107081	Fonda and Northville.	15.43	60.71	986.75	24
107082	Johnsonville and Greenwich.	53.15	95.76	8,174.44	15.28
107083	Montgomery and Kingston.	117.01	78.66	9,204.00	12.27
107084	Savoy, Pa., and North Palmyra, N. Y.	57.96	67.55	3,915.19	12.37
107085	Dutchess Junction and Milford.	16.55	70.97	1,174.55	21
107086	Cooperstown and Cooperstown Junction.	91.90	165.87	15,243.45	24.91
107087	Utica and Watertown.	60.79	132.53	8,056.49	15.91
107088	Carthage and Ogdensburg.	43.07	66.69	2,872.84	12
107089	Auburn and Ithaca.	33.51	42.75	1,432.55	12
107090	Sodus Point and Stanley.	69.08	130.82	9,087.04	26.50
107091	Buffalo and Jamestown.	14.02	46.82	636.88	12
107092	Plattsburgh and Middletown.	99.22	142.79	14,167.62	46.46
107093	Long Island City and Sag Harbor.	15.03	73.53	1,105.15	31.04
107094	Winfield Junction and Port Washington.	57.59	77.81	4,431.07	14.64
107095	Saratoga Springs and North-creek.	9.77	56.43	551.32	13
107096	Bath and Hammondsport.	1.06	42.75	46.17	6
107097	Silverlake Junction (n. o.) and Silver Springs.	13.38	133.88	1,794.62	22.10
107098	Whitehall, N. Y., and Castleton, Vt.	6.39	56.69	366.45	24.22
107099	Vacant.	32.28	56.43	1,821.56	15.50
107100	Valley Stream and Far Rockaway.	280.82	108.59	26,064.74	20.88
107101	Sidney and Edmeston.	186.38	109.44	20,897.42	14.67
107102	Rochester, N. Y., and Punxsutawney.	4.32	42.75	194.68	15
107103	Lyons, N. Y., and Williamsport, Pa.				
107104	New York Central and New Jersey and New York R. E. Co.				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age number of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW YORK—continued.										
107106	Plattsburg and Saranac Lake.	Chateaugay R. R. Co.	<i>Miles.</i> 73.30	<i>Dollars.</i> 69.26	<i>Dollars.</i> 6,076.75	14.77		<i>Dollars.</i>			
107106	Albany and Troy.	New York Central and Hud- son River R. R. Co.	7.22	\$20.68	2,314.94	112					
107107	Mechanicsville and Rey- nolds.	Boston and Maine R. R.	4.61	42.75	197.07	6					
107108	Hoboken N. J., and Buffalo, N. Y.	Delaware, Lackawanna and Western R. R. Co.	408.48	283.86	115,951.13	50.28				1 line 60 feet.	
107109	New Rochelle, N. Y., and Jersey City, N. J.	New York, New Haven and Hartford R. R. Co.	24.78	206.91	5,127.22	31.66					
107110	Montauk and Bridgeham- pton.	Long Island R. R. Co.	21.79	49.59	1,080.56	15.05					
107111	Salamanca and Olean.	Pennsylvania R. R. Co.	20.22	56.48	1,141.01	22.66					
107112	Stewart Junction (n. o.) and Hempstead Crossing (n. o.).	Long Island R. R. Co.	3.87	49.59	191.91	27					
107113	Summitville and Ellenville. (n. o.).	New York, Ontario and Western Rwy. Co.	8.41	61.56	517.71	24					
107114	West Troy Junction (n. o.) and Green Island Depot (n. o.).	Delaware and Hudson Co.	.78	334.31	280.76	155					
107115	Theresa Junction (n. o.) and Clayton.	New York Central and Hud- son River R. R. Co.	16.06	67.55	1,084.17	25.50					
107116	Mount Morris and Dans- ville.	Danville and Mount Morris R. R. Co.	15.75	49.59	781.04	12					
107117	Manor Junction (n. o.) and Eastport Junction (n. o.).	Long Island R. R. Co.	5.64	44.46	250.75	15					
107118	Phoenicia and Hunter.	Ulster and Delaware R. R. Co.	15.07	73.53	1,108.09	19					
107119	Herkimer and Malone.	New York Central and Hud- son River R. R. Co.	174.37	135.95	28,705.60	20.39					
107120	Whitestone Junction (n. o.) and Whitestone.	Long Island R. R. Co.	4.29	54.72	234.74	26.45					
107121	Mechanicsville and Schuyl- ersville Junction (n. o.).	Boston and Maine R. R.	14.67	42.75	627.14	12					
107122	Addison, N. Y., and Gale- ton, Pa.	Buffalo and Susquehanna R. R. Co.	46.74	76.95	3,596.64	15.50					
107123	Rochester and Hinsdale.	Pennsylvania R. R. Co.	99	76.10	7,533.90	12					
107124	Brooklyn and Jamaica.	Long Island R. R. Co.	9.73	97.47	946.38	66.50					

107125	Hopewell Junction and Fishkill on the Hudson.	New York, New Haven and Hartford R. R. Co.	13.71	112.86	1,547.31	12			
107126	Buffalo and Black Rock (n. o.) (N. Y. C. and H. R. R. Station).	Grand Trunk Rwy. Co. of Canada.	4	66.69	256.76	6			
107127	Bennington, Vt., and Clatskanie, N. Y.	Rutland R. R. Co.	58	58.14	3,372.12	10.74			
107128	Hartford and Willard.	Lehigh Valley R. R. Co.	5.07	47.03	238.44	24			
107129	New York and Albany.	New York Central and Hudson River R. R. Co.	143.20	178.70	25,589.84	40.48			
107130	Buffalo and West.	Buffalo, Rochester and Pittsburgh Rwy. Co.	48.21	92.34	4,451.71	24.52			
107131	Kaaterskill Junction (n. o.) and Kaaterskill.	Ulster and Delaware R. R. Co.	8.96	52.16	468.83	19			
107132	Boundary Line (n. o.) and Massena Springs.	Grand Trunk Rwy. Co. of Canada.	21.82	42.75	932.80	6			
107133	Massena Springs and De Kalb Junction.	New York Central and Hudson River R. R. Co.	38.01	107.73	4,094.81	18.92			
107134	Cardiac and Newton Falls.	.....do	46.46	49.59	2,308.96	12			
107135	Jamestown and Westfield (L. S. and M. S. Rwy. Depot) (n. o.).	Jamestown Chautauqua and Lake Erie Rwy. Co.	83.44	42.75	1,423.56	16.16			
107136	Claverhouse and Rochester.	New York Central and Hudson River R. R. Co.	7.94	85.50	678.87	24.50			Lapover route 107123.
107137	Cornwall Junction (n. o.) and New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	53.80	44.46	2,399.71	22.50			
107138	Fulton and Woodard Junction (n. o.).	New York Central and Hudson River R. R. Co.	17.52	70.97	1,243.39	28			
107139	Vacant.	New York, Ontario and Western Rwy. Co.	17.78	42.75	757.96	12			
107140	Summitville and Huguenot.	New York Central and Hudson River R. R. Co.	13.43	8.55	114.82	18			
107141	Oswego and Fulton.	Kanona and Fratsburg Rwy. Co.	12.24	46.17	565.12	18			
107142	Prattsburg and Kanona.	Raquette Lake Rwy. Co.	17.92	42.75	766.08	13			
107143	Raquette Lake and Clearwater (n. o.).	New York Central and Hudson River R. R. Co.	54.96	49.59	2,720.50	12			
107144	Churchville Junction (n. o.) and Station A, Buffalo.	New York and Rockaway Beach Rwy. Co.	12.07	82.42	758.40	38.82			
107145	Vacant.	New York, Ontario and Western Rwy. Co.	55.07	44.46	2,448.41	6			
107146	Glendale Junction (n. o.) and Far Rockaway.	.....do							
107147	Cadosea, N. Y., and Scranton, Pa.	Western Rwy. Co.							
107148	Vacant.	.....do							
107149	Vacant.	.....do							
107150	Wellsville, N. Y., and Galeton, Pa.	Buffalo and Susquehanna R. R. Co.	38.19	64.13	2,449.12	12			
107151	Fort Ticonderoga (n. o.) and Ticonderoga.	Delaware and Hudson Co.	2.14	43.61	93.32	18			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-offices cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEW YORK—continued.										
107153	Bridgewater and New Ber- lin.	Unadilla Valley Rwy. Co.	Miles. 19.72	Dollars. 48.74	Dollars. \$61.15	12			Dollars.		
107154	Ravens and Fullers.	New York Central and Hud- son River R. Co.	19.61	42.75	888.82	6					
107155	Port Kent Station (n. o.) and Keeseville.	Keeseville Available Chas- Co. and Lake Champlain R. R. Co.	6.28	49.59	310.43	27					
107156	Waverly, N. Y., and Sayre, Pa.	Lehigh Valley R. R. Co.	2.84	143.64	386.11	48.50					
107157	Rouse Point, N. Y., and Burlington, Vt.	Rutland R. R. Co.	40.99	106.88	4,381.01	12					
107158	Millerton and State Line (n. o.).	Central New England Rwy. Co.	1.11	42.75	47.45	15					
107159	Vacant.	Lehigh Valley R. R. Co.	176.56	225.72	39,853.12	40.04	176.46	50.00	8,824.00	1 line 60 feet.	
107160	Sayre, Pa., and Buffalo, N. Y.	do.	29.08	100.89	2,833.88	29.68					
107161	Rochester and Hemlock.	Pittsburg, Shawmut and Northern R. R. Co.	18.56	46.17	856.91	12					
107162	Olean and Bolivar.	do.									
107163	Dolgeville and Little Falls.	Little Falls and Dolgeville R. R. Co.	9.79	49.59	485.43	13					
107164	Canadian Boundary Line (n. o.) and Moira.	New York and Ottawa R. R. Co.	16.12	42.75	689.13	9.39					
107165	Vacant.										
107166	(Buffalo (Erie R. R. depot), and Black Rock Bridge (n. o.).	Wabash R. R. Co.	{ 7.88 5.07	{ 60.70 137.66	{ 1,173.21	7					(Buffalo (Erie R. R. depot) and Inter- national Junction (n. o.), 7.88 miles, 1 ap over route, 107008.
107167	Vacant.										
107168	Saranac Junction (n. o.) and Saranac Lake.	New York Central and Hud- son River R. R. Co.	6.42	67.56	433.67	22.50					
107169	Vacant.										
107170	Vacant.										
107171	Malone and Canada Line (n. o.).	St. Lawrence and Adiron- dack Rwy. Co.	11.33	57.29	649.09	9.40					
107172	Vacant.										
107173	Geneva and Naples.	Lehigh Valley R. R. Co.	29.96	50.45	1,511.43	12					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
	NEW JERSEY—continued.		7	42.76	299.25	12					
109011	Rockhill and Monmouth Junction	Pennsylvania R. Co.	9.79	42.75	418.52	12					
109012	Kintora and Jullustown	do	86.84	176.99	6,520.81	82.24					
109013	Hoboken and Denville	Delaware, Lackawanna and Western R. R. Co.									
109014	Dover and Chester	do	13.14	42.75	561.73	12					
109015	Philadelphia, Pa., and Atlantic City, N. J.	West Jersey and Seashore R. R. Co.	59.17	147.92	8,762.42	88.12					
109016	Glenwood Junction (n. o.) and Glenwood	Poconoc R. R. Co.	3.98	42.75	168.00	12					
109017	Jersey City, N. J., and Newark, N. J.	Erle R. R. Co.	28.88	115.43	8,327.84	44.80					
109018	Barnegat City and Barnegat City Junction (n. o.)	Manahawkin and Long Beach Transportation Co.	8.89	42.75	380.04	12					
109019	Newfield and Atlantic City, R. R. Co.	West Jersey and Seashore R. R. Co.	84.74	59.85	2,079.18	12					
109020	Pleasantville and Somers Point	do	7.58	42.75	324.04	21					
109021	Elmer and Salem	do	17.31	53.14	1,006.40	19.99					
109022	Woodbury and Riddletown Junction (n. o.)	do	22.26	73.53	1,686.77	26.70					
109023	Monmouth Junction and Saegert	Pennsylvania R. R. Co.	33.49	81.23	2,720.39	31.78					
109024	Jersey City, N. J., and Haverstraw, N. Y.	New Jersey and New York R. R. Co.	41.81	75.24	3,145.78	23.63					
109025	Neisong and Franklin Furnace	Delaware, Lackawanna and Western R. R. Co.	25.13	61.56	1,547.00	25.58					
109026	Mount Hope and Wharton	Mount Hope Mineral R. R. Co.	3.54		151.88	6					Agreement.
109027	Newark and Montclair	Delaware, Lackawanna and Western R. R. Co.	6.07	76.10	461.92	51.32					
109028	Washington, N. J., and Easton, Pa.	do	14.85	65.84	944.80	19.62					
109029	Jersey City (Washington street) and Frelighuysen avenue (n. o.) (Newark, N. J.).	Lehigh Valley R. R. Co.	10.14	164.16	1,664.58	6					

100030	Newark and Paterson.....	Erie R. R. Co.....	11.40	53.01	604.51	39.25	.....	.....	.....
100031	Vacant.....	Tuckerton R. R. Co.....	29.59	62.42	1,847.00	13.10	.....	.....	.....
100032	Whiting and Tuckerton....	Erie R. R. Co.....	45.37	57.29	2,599.24	32.39	.....	.....	.....
100033	Jersey City, N. J., and Green- wood Lake, N. Y.....	Atlantic City R. R. Co.....	19.70	42.75	842.17	14.04	.....	.....	.....
100035	Williamstown Junction (n. o.) and Madisons Hill.....	Delaware, Lackawanna and Western R. R. Co.....	22.49	60.71	1,865.36	13.95	.....	.....	.....
100036	Summit and Gladstone.....	New York, Susquehanna and Western R. R. Co.....	39.54	84.65	7,579.56	20.77	.....	.....	.....
100037	Jersey City, N. J., and Mid- dletown, N. Y.....	West Jersey and Seashore R. R. Co.....	7.23	77.81	562.55	41.59	.....	.....	.....
100038	Railway and Perth Amboy.....	Central R. R. Co. of New Jersey.....	20.31	51.30	1,041.90	21	.....	.....	.....
100039	Woodbury and Penn Grove....	West Jersey and Seashore R. R. Co.....	34.09	46.17	1,573.93	10.40	.....	.....	.....
100040	Highbridge and Hibernia....	West Jersey and Seashore R. R. Co.....	32.55	141.93	11,716.32	66.91	.....	.....	.....
100041	Philadelphia, Pa., and Cape May, N. J.....	Pennsylvania R. R. Co.....	12.49	42.75	533.94	12.50	.....	.....	.....
100042	Beach Haven and Manas- hawkin.....	Central R. R. Co. of New Jersey.....	12.66	60.71	768.58	33	.....	.....	.....
100043	Mattawan Station (n. o.) and Freehold.....	Philadelphia and Reading Rwy. Co.....	3.67	42.75	156.99	24	.....	.....	.....
100044	Trenton and Trenton Junc- tion (n. o.).....	West Jersey and Seashore R. R. Co.....	12.19	43.61	531.60	21	.....	.....	.....
100045	Haddonfield and Medford....	Pennsylvania R. R. Co.....	6.42	77.81	499.52	58.50	.....	.....	.....
100046	Bordentown and Trenton....	West Jersey and Seashore R. R. Co.....	8.47	42.75	382.09	13.39	.....	.....	.....
100047	Sea Isle City Station (n. o.) and Stenaland.....	Delaware, Lackawanna and Western R. R. Co.....	6.43	42.75	274.88	18	.....	.....	.....
100048	Branchville Junction (n. o.) and Branchville.....	Central R. R. Co. of New Jersey.....	95.09	59.85	5,691.13	13.87	.....	.....	.....
100049	Redbank and Bridgeton....	do.....	22.82	47.03	1,049.70	20.54	.....	.....	.....
100050	Lakehurst and Barnegat....	West Jersey and Seashore R. R. Co.....	21.06	100.04	2,106.84	33	.....	.....	.....
100051	Glassboro and Bridgeton....	Lehigh and Hudson River Rwy. Co.....	63.46	44.46	2,321.43	10.29	.....	.....	.....
100052	Greycourt and Belvidere....	Pennsylvania R. R. Co.....	3.55	87.21	309.59	50	.....	.....	.....
100053	Princeton Junction and Princeton.....	do.....	47.11	51.30	2,416.74	12.06	.....	.....	.....
100054	Bayhead Junction (n. o.) and Birmingham.....	Erie R. R. Co.....	9.82	53.01	520.55	13.38	.....	.....	.....
100055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).....	do.....	3.99	42.75	170.57	30	.....	.....	.....
100056	Newark and Greenwood Lake Junction (n. o.).....	West Jersey and Seashore R. R. Co.....	9.96	42.75	425.79	12	.....	.....	.....
100057	Ormond and Maurice River.....	New York, Susquehanna and Western R. R. Co.....	47.72	43.61	2,061.06	11.30	.....	.....	.....
100058	Two Bridges (n. o.), N. J., and Stroudsburg, Pa.....						.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
PENNSYLVANIA—continued.											
110021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy. Co.	78.86	Dollars. 287.69	Dollars. 18,744.23	22.48	Miles. 78.09	Dollars. 40.00	Dollars. 3,128.60	1 line 50 feet.	
110022	Williamsport and Erie.	Pennsylvania R. R. Co.	247.77	186.39	46,181.85	28.90					
110023	Sunbury and Mount Carmel.	Northern Central Rwy. Co.	27.88	81.28	2,844.69	22.10					
110024	Carrollton, N. Y., and Bradford, Pa.	Erie R. Co.	11.28	69.26	781.26	21.82					
110025	Irving and Oil City.	Pennsylvania R. R. Co.	50.84	77.81	3,916.95	12					
110026	Vacant.	do	32.81	100.04	3,282.29	21.44					
110027	Lancaster and Middletown.	Philadelphia and Reading Rwy. Co.	66.14	43.61	2,879.09	12					
110028	Harrisburg and Auburn.	Stewartstown R. R. Co.	7.62	51.90	390.90	12					
110029	Stewartstown and New Freedom.	Cumberland Valley R. R. Co.	116.40	155.61	18,113.00	27.44					
110030	Harrisburg, Pa., and Winchester, Va.	Reading and Columbia R. Co.	40.26	67.55	2,711.56	17.94					
110031	Columbia and Sinking Spring.	Northern Central Rwy. Co.	68.39	92.94	6,407.47	21.70					
110032	Columbia, Pa., and Frederick, Md.	Berlin Branch R. R. Co.	7.66	42.75	327.46	12					
110033	Berlin Junction (n. o.) and East Berlin.	Huntingdon and Broadtop Mountain R. R. and Coal Co.	45.20	109.44	4,946.68	13.50					
110034	Huntingdon and Mount Dallas Station (n. o.).	Pennsylvania R. R. Co.	52.91	112.01	5,926.44	17.17					
110035	Tyrone and Grampian.	do	28.51	50.63	2,583.86	17.06					
110036	Altoona and Henrietta.	do	50.51	70.82	3,606.91	12.78					
110037	Cresson and Glen Campbell.	do	55.09	82.08	4,521.73	16.41					
110038	Tyngsboro and York Haven.	do	68.79	141.98	9,763.36	39.41					
110039	Blainville and Allegheny.	do	67.13	174.42	11,708.81	25.86					
110040	Pittsburg, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R.	174.42	11,708.81	25.86						
110041	Pittsburg and Oil City.	Pennsylvania R. R. Co.	182.61	207.77	27,562.87	42.71					
110042	Branch and Indiana.	do	19.08	125.69	2,398.16	20.84					
110043	Meadville and Oil City.	Erie R. Co.	86.70	70.97	2,604.59	21					
110044	Erie and Homestead.	Pennsylvania Co.	112.10	129.11	14,473.23	16.46					
110045	Oil City, Pa., and Ashland, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.29	111.15	9,818.43	17.85					

114015	Grayson and Fries.	do.	6.30	269.82	6	Do.
114016	Bridgewater and Stokesville.	Chesapeake Western Rwy. Co.	14.14	604.48	6	Do.
114017	Bermuda Hundred and Farmville.	Farmville and Powhatan R. R. Co.	90.28	8,857.88	6	
114018	Abingdon and State Line (n. o.)	Virginia-Carolina Rwy. Co.	18.06	771.68	6	Do.
114019	Kempville Junction (n. o.) and Munden.	Norfolk and Southern R. R. Co.	21.60	928.40	11.05	
114020	Fredericksburg and Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	1,989.88	6	
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western Rwy. Co.	288.86	31,247.67	9.66	
114022	Elba and Rocky Mount.	Southern Rwy. Co.	87.82	1,666.48	6	
114023	Richmond and Clifton Forge.	Chesapeake and Ohio Rwy. Co.	280.80	20,917.40	8.46	
114024	Calverton and Warrenton.	Southern Rwy. Co.	9.25	521.97	23.50	
114025	Richmond, Va., and Norfolk, N. C.	Seaboard Air Line Rwy. Co.	98.24	16,888.62	20	
114026	Narrows and Penvir.	New River, Holston and Western Rwy. Co.	7.27	810.79	6	Do
114027	West Norfolk and Boone Junction (n. o.)	Southern Rwy. Co.	6.29	268.89	12	
114028	Danville and Stuart.	Danville and Western Rwy. Co.	74.99	5,450.27	15.16	
114029	Balcony Falls and Lexington.	Chesapeake and Ohio Rwy. Co.	21.41	1,184.94	12.50	
114030	Wise and Ramsey Station (n. o.)	Virginia and Kentucky Rwy. Co.	8.81	141.60	6	Do.
114031	Vacant.					
114032	Keyesville, Va., and Durham, N. C.	Southern Rwy. Co.	88.22	4,978.25	8.11	
114033	Walton (n. o.), Va., and Kenova, W. Va.	Norfolk and Western Rwy. Co.	286.28	86,656.10	14.22	
114034	Claremont and Bedford.	Southern Rwy. Co.	53.11	2,270.45	6	
114035	Norfolk and Virginia Beach.	Norfolk and Southern R. R. Co.	17.66	945.96	25.75	
114036	Georgetown and Coeburn.	Norfolk and Western Rwy. Co.	8.12	138.88	14	
114037	Vacant.					
114038	Vacant.					
114039	Pulaski City and Monart.	do.	45.66	2,654.67	6	
114040	Bristol, Tenn., and Inman, Va.	Virginia and Southwestern Rwy. Co.	70.44	4,637.76	6.92	
114041	Bremo Bluff and Bolling.	Chesapeake and Ohio Rwy. Co.	20.10	869.27	12	
114042	Norfolk and Danville.	Southern Rwy. Co.	208.02	16,987.46	14	
114043	Graham and Norton.	Norfolk and Western Rwy. Co.	100.81	9,806.79	7	
114044	Lynchburg, Va., and Durham, N. C.	do.	116.82	8,090.95	7.13	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	PENNSYLVANIA—continued.										
110072	Mount Dallas Station (n. o.), Pa. and Cumberland, Md.	Pennsylvania R. R. Co.	Miles. 46.13	Dollars. 73.68	Dollars. 3,318.40	12.67	Miles.	Dollars.	Dollars. .....	.....
110073	Allentown and Harrisburg.	Philadelphia and Reading Rwy. Co.	89.58	169.29	16,164.99	32.80	.....	.....	.....	.....
110074	Lovett and Windber	Pennsylvania R. R. Co.	10.94	57.29	626.75	12	.....	.....	.....	.....
110075	Lansdale and Doylestown..	Philadelphia and Reading Rwy. Co.	10.47	85.50	886.18	49.50	.....	.....	.....	.....
110076	Redbank Furnace and Driftwood.	Pennsylvania R. R. Co.	109.91	123.98	13,626.64	21.70	.....	.....	.....	.....
110077	Mount Alto Junction (n. o.) and Waynesboro.	Cumberland Valley R. R. Co.	16.12	69.26	1,116.47	18	.....	.....	.....	.....
110078	Tunkhannock and Mon- trose.	Lehigh Valley R. R. Co.	28.13	55.58	1,563.46	12	.....	.....	.....	.....
110079	Reedsville and Belleville ..	Kishacoquillas Valley R. R. Co.	9.84	42.75	420.66	15	.....	.....	.....	.....
110080	Mechanicsburg and Dills- burg.	Cumberland Valley R. R. Co.	8.84	52.16	461.09	15	.....	.....	.....	.....
110081	Pittsburg and West Browns- ville.	Pennsylvania R. R. Co.	54.12	140.22	7,588.70	31.37	.....	.....	.....	.....
110082	Woodville and Hickman...	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	3.80	42.75	162.45	18	.....	.....	.....	.....
110083	Snowshoe and Wingate ...	Pennsylvania R. R. Co.	17.49	42.75	747.69	12	.....	.....	.....	.....
110084	Hollidaysburg and Leitt...	.....do	20.16	43.61	879.17	12.20	.....	.....	.....	.....
110085	Mount Union and Roberts- dale.	East Broadtop Railroad and Coal Co.	30.10	44.46	1,388.24	12	.....	.....	.....	.....
110086	Mount Jewett and Calhoun...	Baltimore and Ohio R. R. Co.	139.90	83.79	11,722.22	12.68	.....	.....	.....	.....
110087	Bellwood and Valer	Pennsylvania R. R. Co.	65.36	84.65	5,632.72	12.71	.....	.....	.....	.....	Agreement.
110088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading Rwy. Co.	2.10	.....	89.77	6	.....	.....	.....	.....
110089	Reading and Slatington...	.....do	43.62	43.61	1,902.26	6	.....	.....	.....	.....
110090	Berlin and Garrett	Baltimore and Ohio R. R. Co.	8.48	46.17	391.52	12	.....	.....	.....	.....	Do.
110091	Larabee and Clermont	Pennsylvania R. R. Co.	22.17	46.17	1,023.58	13.21	.....	.....	.....	.....	Do.
110092	Craneville and West Springfield.	Bessemer and Lake Erie R. Co.	8.15	.....	348.41	6	.....	.....	.....	.....
110093	Kunkletown and Aquashi- cola.	Chestnut Ridge Rwy. Co.	9.08	.....	350.00	6	.....	.....	.....	.....
110094	Oxford and Wakefield	Lancaster, Oxford and Southern R. R. Co.	17.51	42.75	748.55	8.96	.....	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
		PENNSYLVANIA—continued.									
110125	Allegheny and Newcas-	Baltimore and Ohio R. Co.	33.15	206.08	11,982.38	33.09					
110126	Baltimore Junction (n. o.) and Dallastown.	Maryland and Pennsylvania R. Co.	1.26	42.75	548.48	24			Dollars.		
110127	Monrovia Junction (n. o.) and Lyle.	Monrovia R. Co.	12.83	42.75	548.48	12					
110128	Portland and Nazareth	Delaware, Lackawanna and Western R. Co.	26.65	68.40	1,822.86	15.09					
110129	Irwin and Blackburn	Pennsylvania R. Co.	8.54	42.75	365.08	8.55					
110130	Rosier Junction (n. o.) and Rosier.	New York Central and Hudson River R. Co.	2.58		110.29	6					
110131	Pomeroy, Pa., and Newark, Del.	Pennsylvania R. Co.	26.64	42.75	1,138.86	8.58					Agreement.
110132	Bradford and Smithport	Bradford, Bortell and Kinross Railway Co.	26	48.61	1,138.86	12					
110133	Vacant.										
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. Co.	3.43	70.11	240.47	33					
110135	C. and M. Junction (n. o.) and Beech Creek R. R.	Buffalo, Rochester and Pittsburgh Rwy. Co.	26.38	45.32	1,198.27	12					
110136	Blacksburg and Morris Run.	Erie R. Co.	3.92	42.75	168.90	12					
110137	Junction and Lancaster.	Reading and Columbia R. R. Co.	9.47	80.37	761.10	18					
110138	Saxton and Dudley	Huntingdon and Headtop Mountain R. and Coal Co.	5.78	42.75	247.09	6					
110139	Lawrenceville and Ulysses.	New York Central and Hudson River R. Co.	40.94	82.08	3,860.36	12					
110140	Hollidayburg Junction (n. o.) and Duquesville.	Pennsylvania R. Co.	1.04	42.75	44.46	13.81					
110141	B. and Mount Pleasant.	Baltimore and Ohio R. Co.	10.39	42.75	444.17	15					
110142	Shinglehouse, Pa., and Cayuga, N. Y.	New York and Pennsylvania R. Co.	5.49		234.69	6					Do
110143	Unity Station and Verona.	Pennsylvania R. Co.	5.37	44.46	238.75	18					
110144	Port Allegany and Ulysses.	Condorport and Port Allegany R. Co.	40.98	57.29	2,844.87	15.69					

110145	Mercersburg Junction (n. o.) and Mercersburg, Uniontown and Uniontown	Cumberland Valley R. R. Co.	2.62	56.43	147.84	27	Do.
110146	Uniontown and Uniontown	Pennsylvania R. R. Co.	18.90	81.23	1,586.24	18	
110147	Buckkill and East Stroudsburg, Home Junction (n. o.) and Haverhill	Delaware Valley R. R. Co.	12.88	.....	560.62	6	
110148	County Home Junction (n. o.) and Haverhill	Pennsylvania R. R. Co.	10.74	43.61	468.37	15	
110149	Lebanon and Mount Hope	Cornwall R. R. Co.	11.80	42.75	504.45	21.06	
110150	Germania Junction (n. o.) and Laverock	Pennsylvania R. R. Co.	8	42.75	842.00	13	
110151	Young's Passages and Station (n. o.)	do	12.53	49.59	621.86	12	
110152	Braunton and Hilliards	Bessemer and Lake Erie R. Co.	10.89	42.75	444.17	12	
110153	East Mahanoy Junction (n. o.) and West Milton	Philadelphia and Reading R. Co.	67.38	47.88	3,226.15	8.11	
110154	Cornwall and Conewago	Cornwall and Lebanon R. Co.	16.89	42.75	722.04	12.85	
110155	Hunters Run and Gettysburg	Gettysburg and Harrisburg R. Co.	22.43	68.40	1,584.21	18	
110156	Newcastle Junction (n. o.) and Newcastle	Pittsburg and Lake Erie R. Co.	3.24	90.63	283.64	55.50	
110157	Vacant						
110158	Easton (Lehigh Valley R. R. Station) and Belfast Station (n. o.)	Delaware, Lackawanna and Western R. R. Co.	11.10	66.69	740.25	12	
110159	Pittsburg and Newhaven	Pittsburg and Lake Erie R. Co.	59.15	70.97	4,197.87	9.22	
110160	Vacant						
110161	Holmesburg Junction (n. o.) and Substation No. 28 (Hustleton)	Pennsylvania R. R. Co.	4.11	42.75	175.70	19.65	
110162	Elverson and St. Peters	Philadelphia and Reading R. Co.	6.88	42.75	294.12	12	
110163	Banlan Junction (n. o.) and Ventland	Pennsylvania R. R. Co.	2.62	42.75	112.00	21	
110164	Warren, Pa., and Salamanca, N. Y.	do	43.48	64.96	2,825.33	12	
110165	Punkatawney and Butler	Buffalo, Rochester and Pittsburgh R. Co.	61.89	106.88	6,614.80	13	
110166	Watsonville and Millville	Susquehanna, Bloomsburg and Berwick R. Co.	22.52	49.59	1,116.76	12	
110167	Silgo and Lawsonham	do	10.46	.....	447.16	6	
110168	Irvone and Crescon	Pennsylvania R. R. Co.	28.11	42.75	1,201.69	9.78	
110169	Hazleton and New Boston Junction (n. o.)	Lehigh Valley R. R. Co.	13.12	82.94	1,502.87	40.98	
110170	Vacant						
110171	Keating Summit and Ansonia	Buffalo and Susquehanna R. R. Co.	62.59	51.30	3,210.86	12.68	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num-ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans-portion.	Annual rate of pay for trans-portion.	Aver-age num-ber of trips per week.	Author-ized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of rail-way post-office cars author-ized.	Remarks.
			<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
PENNSYLVANIA—continued.											
110172	Jamison City and Delaware, Lackawanna and Western Depot (Bloomsburg).	Bloomsburg and Sullivan R. R. Co.	28.89	54.72	1,580.86	18					
110173	Morrisdale Mines and Phil-lisburg.	Pennsylvania R. R. Co.	4.40	59.85	263.34	12					
110174	Wilkesbarre and Rock-eglen Junction (n. o.).	do	39.20	51.90	2,010.96	15.10					
110175	New Boston Junction (n. o.) and Pottsville.	do	10.92	54.72	597.54	21					
110176	Goff and Donohoe station (n. o.).	do	4.26	42.75	182.11	12					
110177	Bloomsburg and Rupert ...	Rupert and Bloomsburg R. R. Co.	2.17	42.75	92.76	12					
110178	Lanes Mills and Coal-glen ...	Buffalo, Rochester and Pitts-burg Rwy. Co.	4.84	42.75	206.91	12					
110179	Vacant.										
110180	Rockhill Furnace and Shade-gap.	East Broadtop R. R. and Coal Co.	7.05	42.75	301.88	6					
110181	Beartree and Beartree Junction (n. o.).	Leligh Valley R. R. Co.	5.86	42.75	250.14	6					
110182	Garway (n. o.) and Hast-ings.	Pennsylvania R. R. Co.	4.91	42.75	209.90	18					
110183	Duncannon and Landis-burg.	Perry County R. R. Co.	21.39	44.46	950.99	12					
110184	Vacant.										
110185	Vacant.										
110186	Pondereck Junction (n. o.) and Sand-lynn.	Central R. R. Co. of New Jersey.	2.58	42.75	110.29	21					
110187	McKeesport and Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.42	85.50	2,600.91	18.50					
110188	Marshall and Kinna ...	Pennsylvania R. R. Co.	16.65	42.75	711.78	6.92					
110189	Waynes Junction (n. o.).	Erle R. R. Co.	36.48	48.74	1,778.08	12					
110190	Waynes Junction (n. o.) and Park Junction.	Philadelphia and Reading Rwy. Co.	5.70	382.19	2,178.48	47	5.70	75.00	427.50	1 line 60 feet and 1 line 40 feet.	
110191	Confluence, Pa., and Krug, Md.	Baltimore and Ohio R. R. Co.	20.15	46.17	930.32	12					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminus.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
		PENNSYLVANIA—Continued.									
110220	Brookside (n. o.) and Lyons.	Williams Valley R. R. Co.	Miles. 12.06	Dollars. 48.74	Dollars. 587.70	21.76	Miles.	Dollars.	Dollars. .....	.....
110221	Carman and Halton.	Clarion River Rwy. Co.	10.91	42.75	466.40	12.69	.....	.....	.....	.....
110222	Ellwood City and West Ellwood (n. o.).	Pittsburgh and Lake Erie R. Co.	3.29	42.75	140.64	83.99	.....	.....	.....	.....
110223	Bradley Junction and Grant.	Pennsylvania R. R. Co.	17.94	52.16	935.75	12	.....	.....	.....	.....
110224	Hunters Run and Pinegrove Furnace.	Hunters Run and Slate Belt R. R. Co.	9.17	42.75	392.01	12	.....	.....	.....	.....
110225	Petersburg and Iselt.	Pennsylvania R. R. Co.	12.67	.....	541.64	6	.....	.....	.....	.....
110226	Port Royal and Blair Mills.	Tuscarora Valley R. R. Co.	27.21	49.59	1,349.34	12	.....	.....	.....	.....
110227	Wharton and Sinnamahoning.	Buffalo and Susquehanna R. R. Co.	20.11	.....	859.70	6	.....	.....	.....	.....
110228	Jersey Shore and Mahaffey.	New York Central and Hudson River R. R. Co.	123.77	66.69	8,254.22	7.58	.....	.....	.....	.....
110229	Bridgeville and Bishop.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	6.40	42.75	273.60	15	.....	.....	.....	.....
110230	Vacant.	Reading and Columbia R. R. Co.	5.46	42.75	238.41	15	.....	.....	.....	.....
110231	Manheim Junction (n. o.) and Mount Hope Junction (n. o.).	.....	.....	.....	.....	.....	.....	.....	.....	.....
110232	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
110233	Milton Branch Junction (n. o.) and Milton.	Philadelphia and Reading Rwy. Co.	1.08	44.46	48.01	27	.....	.....	.....	.....
110234	Willow Grove Junction (n. o.) and Laughlin Junction (n. o.).	Pittsburg Junction R. R. Co.	4.14	186.89	771.65	17.50	.....	.....	.....	.....
110235	Sonestown and Eaglesmere.	Eaglesmere R. R. Co.	8.74	42.75	373.68	25	.....	.....	.....	.....
110236	Hazlet Junction (n. o.) and Sheppton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.21	42.75	479.22	12	.....	.....	.....	.....
110237	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
110238	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
110239	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
110240	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
110241	Stewart Station and Export.	Pennsylvania R. R. Co.	10.45	44.46	465.94	12	.....	.....	.....	.....
110242	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....

Agreement.
Do.

110243	Crossfork Junction (n. o.) and Crossfork.	Buffalo and Susquehanna R. R. Co.	12.91	42.75	551.90	12	.....	.....	.....
110244	Ashley and Oliver Mills....	Central R. R. Co. of New Jersey.	8.19	42.75	330.12	12	.....	.....	.....
110245	Vacant.								
110246	Vacant.								
110247	Vacant.								
110248	Vacant.								
110249	Vacant.								
110250	Vacant.								
110251	York and Porters Sideling..	Western Maryland R. R. Co..	15.70	42.75	671.17	15	.....	.....	.....
110252	Vacant.								
110253	Shippensburg, Pa., and Edgemont, Md.	.....do.....	33.86	42.75	1,447.51	16.56	.....	.....	.....
110254	Vacant.								
110255	Vacant.								
110256	Vacant.								
110257	Vacant.								
110258	Philadelphia and Cynwyd.	Pennsylvania R. R. Co.....	2.10	42.75	89.77	25	.....	.....	.....
110259	Vacant.								
110260	York, Pa., and Cardiff, Md.	Maryland and Pennsylvania R. R. Co.	36.10	64.98	2,345.77	12	.....	.....	.....
110261	Vacant.								
110262	Vacant.								
110263	Vance Mill Junction (n. o.) and West Lefsenring.	Pennsylvania R. R. Co.....	2.53	42.75	108.15	24	.....	.....	.....
110264	Vacant.								
110265	Vacant.								
110266	Vacant.								
110267	Vacant.								
110268	Vacant.								
110269	Vacant.								
110270	Vacant.								
110271	Kaylor Junction (n. o.) and Wehrum.	.....do.....	20.26	42.75	896.11	13.53	.....	.....	.....
110272	Vacant.								
110273	Vacant.								
110274	Vacant.								
110275	Vacant.								
110276	Vacant.								
110277	Mount Jewett and Westline.								
110278	Stanley (n. o.) and Helvetia.	Mount Jewett, Kinross and Littersville R. R. Co.	12.89	42.75	551.04	9.10	.....	.....	.....
110279	Lajoe Junction (n. o.) and Lajoe.	Buffalo, Rochester and Pitts- burg Rwy. Co.	2.01	42.75	85.92	12	.....	.....	.....
110280	Vacant.	Pennsylvania R. R. Co.....	.83	42.75	35.48	15	.....	.....	.....
110281	Stroubles (n. o.) and Pine- grove Mills.	Bellefonte Central R. R. Co..	4.17	42.75	178.26	12	.....	.....	.....
110282	Clermont and Shawmut....	Pittsburg, Shawmut and Northern R. R. Co.	52.97	42.75	2,264.47	12.17	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminal.	Title of company.	Length of route, miles.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for post-office cars.	Pay per mile for post-office cars.	Annual rate of pay for post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	PENNSYLVANIA—continued.										
112028	Westwood Switch (n. o.) and Tremont.	Philadelphia and Reading Rwy. Co.	10.27	Dollars. 42.75	Dollars. 439.04	6	Miles.	Dollars.	Dollars.		
			7,187.16		1,859,159.56				265,863.35		
	DELAWARE.										
112001	Wilmington and Delmar	Philadelphia, Baltimore and Washington R. R. Co.	98.57	216.32	21,322.66	29.20					
112002	Lewes and Rehoboth.	do	6.06	42.75	259.06	6					
112003	Clayton, Del., and Oxford, Md.	do	54.94	99.18	5,443.94	11.97					
112004	Georgetown and Lewes.	do	14.95	66.69	997.01	12					
112005	Wilmington, Del., and Lancaster, Pa.	Baltimore and Ohio R. R. Co.	19.70	42.75	842.17	14.28					
112006	Harrington, Del., and Newmarket, Va.	Philadelphia, Baltimore and Washington R. R. Co.	78.28	88.07	6,894.11	11.94					
112007	Newark and Delaware City.	do	13.67	86.36	1,180.53	19.42					
112008	Smyrna and Clayton Station (n. o.).	do	1.62		69.25	6					Agreement.
	MARYLAND.										
118001	Philadelphia, Pa., and Washington, D. C.	Philadelphia, Baltimore and Washington R. R. Co.	137.22	1,970.78	270,430.43	178.73				6 lines 60 feet and 1 line 50 feet.	Baltimore, Md., to Washington, D. C.
118002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy. Co.	138.84	416.39	57,603.39	60.85				1 line 60 feet.	Washington, D. C., to Cumberland, Md.
118003	Baltimore, Md., and Grafton, W. Va.	Baltimore and Ohio R. R. Co.	294.98	964.44	284,490.51	62.14				4 lines 60 feet and 2 lines 40 feet.	Cumberland, Md., to Grafton, W. Va.
										4 lines 60 feet and 1 line 40 feet.	
										3 lines 60 feet.	

No.	Location	Length feet	Area sq. ft.	Volume cu. ft.	Weight tons	Value dollars	Notes
113004	Arby and Frederick	359.27	94.05	3,822	24.41	87.58	do
113005	Veron and Hagerstown	1,877.50	66.69	24.41	87.58	87.58	do
113006	Veron and Hagerstown	13,476.08	153.05	83.05	83.05	83.05	do
113007	Annapolis and Annapolis Junction (n. o.)	1,301.45	62.42	20.36	20.36	20.36	do
113008	Camden, Md., and Sea- ford, Del.	2,621.41	77.81	33.69	33.69	33.69	do
113009	Baltimore and Ocean City	6,972.40	53.01	131.53	131.53	131.53	do
113010	Towson, Del., and Cen- terville, Md.	2,351.48	66.69	35.26	35.26	35.26	do
113011	Cumberland, Md., and Piedmont, W. Va.	3,020.99	91.49	33.02	33.02	33.02	do
113012	Massey and Chestertown	1,423.28	70.11	20.30	20.30	20.30	do
113013	Brandywine and Mecha- nicville	3,707.59	53.87	20.99	20.99	20.99	do
113014	Bowie and Pope's Creek	13,926.50	76.10	48.72	48.72	48.72	do
113015	Delmar, Del., and Cape Charles, Va.	5,787.16	59.00	97.24	97.24	97.24	do
113016	Baltimore, Md., and Lewes, Del.	6,114.96	102.60	59.60	59.60	59.60	do
113017	Saint Denis (Station Balti- more) and Washington Junction (n. o.)	351.83	42.75	8.23	8.23	8.23	do
113018	Lake Roland (Station Balti- more) and Garrison	347.09	50.45	6.88	6.88	6.88	do
113019	Emmitsburg and Rocky- ridge	5,357.96	72.68	73.72	73.72	73.72	do
113020	Emory Grove Station (n. o.) and Highfield	335.58	.....	7.85	7.85	7.85	do
113021	Centerville and Queens- town	2,971.25	69.26	42.90	42.90	42.90	do
113022	Vacant	39,669.94	403.56	98.30	98.30	98.30	do
113023	Vacant	7,372.50	76.00	76.00	76.00	76.00	do
113024	Cardiff and Baltimore	1,883.83	71.82	26.23	26.23	26.23	do
113025	Vacant	372.57	44.46	8.88	8.88	8.88	do
113026	Park Junction (n. o.) (Philadelphia, Pa.) and Baltimore, Md. (Camden Street Sta.)	1,104.37	55.56	19.87	19.87	19.87	do
113027	Baltimore and Annapolis	.....	.....	.....	.....	.....	do
113028	Canton Junction (n. o.) and Sparrows Point	.....	.....	.....	.....	.....	do
113029	Vacant	.....	.....	.....	.....	.....	do
113030	Hagerstown, Md., and Cherryrun, W. Va.	.....	.....	.....	.....	.....	do
113031	Vacant	.....	.....	.....	.....	.....	do
113032	Vacant	.....	.....	.....	.....	.....	do
113033	Vacant	.....	.....	.....	.....	.....	do
113034	Vacant	.....	.....	.....	.....	.....	do
113035	Vacant	.....	.....	.....	.....	.....	do
113036	Vacant	.....	.....	.....	.....	.....	do
113037	Vacant	.....	.....	.....	.....	.....	do
113038	Vacant	.....	.....	.....	.....	.....	do
113039	Vacant	.....	.....	.....	.....	.....	do
113040	Vacant	.....	.....	.....	.....	.....	do
113041	Vacant	.....	.....	.....	.....	.....	do
113042	Vacant	.....	.....	.....	.....	.....	do
113043	Vacant	.....	.....	.....	.....	.....	do
113044	Vacant	.....	.....	.....	.....	.....	do
113045	Vacant	.....	.....	.....	.....	.....	do
113046	Vacant	.....	.....	.....	.....	.....	do
113047	Vacant	.....	.....	.....	.....	.....	do
113048	Vacant	.....	.....	.....	.....	.....	do
113049	Vacant	.....	.....	.....	.....	.....	do
113050	Vacant	.....	.....	.....	.....	.....	do
113051	Vacant	.....	.....	.....	.....	.....	do
113052	Vacant	.....	.....	.....	.....	.....	do
113053	Vacant	.....	.....	.....	.....	.....	do
113054	Vacant	.....	.....	.....	.....	.....	do
113055	Vacant	.....	.....	.....	.....	.....	do
113056	Vacant	.....	.....	.....	.....	.....	do
113057	Vacant	.....	.....	.....	.....	.....	do
113058	Vacant	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MARYLAND—continued.		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
113083	Vacant.	Cheesapeake Beach Rwy. Co.	33.13	47.03	1,553.09	6					
113084	Vacant.										
113085	Vacant.										
113086	Hyaattsville and Cheesapeake Beach.	Baltimore and Ohio R. R. Co.	4.55	42.75	194.51	6					
113087	Chautauque Beach Junction (n. o.) and Chautauque Beach.										
113088	Peninsular Junction and Crisfield.	New York, Philadelphia and Norfolk R. R. Co.	16.30	53.14	947.63	12					
			1,623.61		731,890.15				122,763.55		
	VIRGINIA.										
114001	Quantico Junction (n. o.) and Richmond.	Richmond, Fredericksburg, and Potomac R. R. Co.	31.20	595.94	48,390.32	49.12	31.20	100.00	3,120.00	2 lines 60 feet.	
114002	Washington, D. C., and Danville Junction (n. o.), Va.	Southern Rwy. Co.	233.22	1,267.11	301,850.94	33.06	233.22	230.00	69,033.90	5 lines 60 feet; 1 line 50 feet.	
114003	Manassas and Harrisonburg.	do.	114.62	130.82	14,994.58	14.33					
114004	Alexandria and Bluemont.	do.	54.53	33.20	5,066.85	14.71					
114005	Fortress Monroe and Gordonsville.	Cheesapeake and Ohio Rwy. Co.	160.64	160.74	25,821.27	16.80					
114006	Richmond and Danville Junction (n. o.).	Southern Rwy. Co.	140.00	151.34	21,187.60	14.07					
114007	Richmond and West Point.	do.	39.33	79.52	3,127.52	12.50					
114008	Richmond, Va., and West Point, N. C.	Atlantic Coast Line R. R. Co.	32.91	453.15	37,570.66	31.39	32.91	100.00	3,291.00	2 lines 60 feet.	
114009	Monaster and Ethelwelts.	Norfolk and Western Rwy. Co.	3.56		152.19	6					
114010	Petersburg and City Point.	do.	9.99	42.75	427.07	6					
114011	Norfolk and Lynchburg.	do.	294.49	169.39	32,685.90	13.58					
114012	Blossburg Junction (n. o.) and Passapatan.	do.	1.53	42.75	67.54	31.50					
114013	Lynchburg, Va., and Beltsol, Tenn.	do.	203.94	235.93	43,125.76	15.77	203.94	50.00	10,197.00	2 lines 40 feet.	
114014	Gladespring and Saltville.	do.	9.54	42.75	407.83	13					

Agreement.

114015	Grayson and Friesville.do.....	Chesapeake Western Rwy. Co.	6.30	269.32	6	Do.
114016	Bridgewater and Stokesville.do.....	Chesapeake Western Rwy. Co.	14.14	604.48	6	Do.
114017	Bernuda Hundred and Farnville.	Farnville and Powhatan R. R. Co.	42.75	3,867.33	6	Do.	
114018	Abingdon and State Line (n. o.)	Virginia-Carolina Rwy. Co.	18.05	771.68	6	Do.	
114019	Kempville Junction (n. o.) and Munden.	Norfolk and Southern R. R. Co.	21.60	923.40	11.05		
114020	Fredericksburg and Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	38.14	1,969.38	6		
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western Rwy. Co.	288.86	31,247.67	9.66		
114022	Elba and Rocky Mount.	Southern Rwy. Co.	87.32	1,586.43	6		
114023	Richmond and Clifton Forge.	Chesapeake and Ohio Rwy. Co.	280.90	20,917.40	8.46		
114024	Calverton and Warrenton.	Southern Rwy. Co.	9.25	521.97	23.50		
114025	Richmond, Va., and Norfolk, N. C.	Seaboard Air Line Rwy. Co.	98.24	16,883.62	20		
114026	Narrows and Penvir.	New River, Holston and Western Rwy. Co.	7.27	310.79	6	Do	
114027	West Norfolk and Boone Junction (n. o.).	Southern Rwy. Co.	6.29	268.89	12		
114028	Danville and Stuart.	Danville and Western Rwy. Co.	74.99	5,450.27	15.16		
114029	Balcony Falls and Lexington.	Chesapeake and Ohio Rwy. Co.	21.41	1,194.94	12.50		
114030	Wise and Ramsey Station (n. o.).	Virginia and Kentucky Rwy. Co.	3.31	141.60	6	Do.	
114031	Vacant.	Southern Rwy. Co.	88.22	4,978.25	8.11		
114032	Keysville, Va., and Durham, N. C.	Norfolk and Western Rwy. Co.	266.28	36,656.10	14.22		
114033	Walton (n. o.), Va., and Keno, Va.	Southern Rwy. Co.	53.11	2,270.45	6		
114034	Clement and Bedford.	Norfolk and Southern R. R. Co.	17.66	945.95	25.75		
114035	Norfolk and Virginia Beach.	Norfolk and Western Rwy. Co.	3.12	133.88	14		
114036	Georgetown and Coeburn.	.....do.....	42.75	859.27	12	
114037	Vacant.	.....do.....	58.14	2,654.67	6	
114038	Vacant.	.....do.....	65.84	4,687.76	6.92	
114039	Pulaski City and Monar.	Virginia and Southwestern Rwy. Co.	70.44	859.27	12		
114040	Bristol, Tenn., and Inman, Va.	Chesapeake and Ohio Rwy. Co.	42.75	859.27	12		
114041	Bremo Bluff and Bolling.	Southern Rwy. Co.	20.10	16,997.46	14		
114042	Norfolk and Danville.	Norfolk and Western Rwy. Co.	81.23	9,368.79	7		
114043	Graham and Norton.	.....do.....	92.84	8,090.95	7.13	
114044	Lynchburg, Va., and Durham, N. C.	.....do.....	66.26			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	VIRGINIA—continued.										
114045	Scotland and Wakefield Station.	Surry, Sussex and Southampton Rwy. Co.	Miles. 19.92	Dollars. 42.75	Dollars. 851.58	6			Dollars.		
114046	Castroville (n. o.), and Winterville.	Frederick and Powhatan R. R. Co.	3	42.75	128.25	6					
114047	Buffalo Junction and Buffalo.	Southern Rwy. Co.	4.01		171.42	6					
114048	Ohio Little Springs, Gascon Bridge and Rock.	Rockbridge Alum and Gascon R. R. Co.	10.08		480.92	6					
114049	Washington, W. Va., and Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	488.02	857.39	156,548.96	21.24	487.45	90.00	39,370.50	1 line 60 feet; 1 line 60 feet.	
114050	Norton, Va., and Cumberland Gap, Tenn.	Louisville and Nashville R. R. Co.	71.17	88.07	6,267.94	7					Agreement, summer service. Do.
114051	Eagle Rock and Craig City.	Chesapeake and Ohio Rwy. Co.	26.98	42.75	1,153.39	12					
114052	Corvinton and Hot Springs.	Norfolk and Western Rwy. Co.	25	64.13	1,603.25	17.50					
114053	Salmon, Va., and Winchester, Va.	Washington Southern Rwy. Co.	121.68	57.29	6,971.06	7.50					
114054	Washington, D. C., and Quantico Junction (n. o.).	Washington Southern Rwy. Co.	84.24	601.92	20,609.74	55.08	84.24	100.00	3,424.00	2 lines 60 feet.	
114055	Elkton and Bridgewater.	Chesapeake and Western R. R. Co.	27.73	56.69	1,849.31	12					
114056	Glamorgan and Norton.	Wise Terminal Co.	5.97		255.21	6					Agreement.
114057	Harrisonburg and Lexington.	Baltimore and Ohio R. R. Co.	61.81	90.63	5,601.84	12.60					
114058	Interior and Big Stony Junction (n. o.).	Big Stony Rwy. Co.	11.01	42.75	470.67	6					
114059	Apalachia Junction (n. o.) and Stonega.	Interstate R. R. Co.	4.94	47.88	236.52	14					
114060	Vacant.		4,116.50		917,872.03						
					138,464.30						

WEST VIRGINIA.											
116001	Harpers Ferry and Brockett.	Baltimore and Ohio R. R. Co.	50.58	100.04	5,080.02	25.27	.....	.....	.....	.....	.....
116002	Grafton and Parkersburg	"do "	108.70	749.84	77,758.40	30.88	108.10	180.00	15,465.00	8 lines 60 feet.	.....
116003	Charleston and Clay	Charleston Glendennin and Sutton R. R. Co.	51.83	45.82	2,326.27	6	.....	.....	.....	.....	.....
116004	Pennaboro and Harrisville.	Pennaboro and Harrisville, Ritchie County Rwy Co.	8	52.16	417.28	12	.....	.....	.....	.....	.....
116005	Edgington and Wheeling .	Pittsburg Cincinnati, Chicago and St. Louis Rwy. Co.	23.98	191.52	4,592.64	37	.....	.....	.....	.....	.....
116006	Flatwoods and Sutton	Baltimore and Ohio R. R. Co.	6.05	50.45	305.22	12	.....	.....	.....	.....	.....
116007	Thomas and Davis	West Virginia Central and Pittsburg Rwy. Co.	6.45	47.88	338.82	26	.....	.....	.....	.....	.....
116008	Winifrede Junction (n. o.)	Winifrede R. R. Co	4.78	42.75	202.20	15	.....	.....	.....	.....	.....
116009	Hendricks and Horton	Dry Fork R. R. Co	31.28	42.75	1,337.22	6	.....	.....	.....	.....	.....
116010	Point Pleasant Junction	Kanawha and Michigan Rwy. Co.	96.72	89.78	8,588.74	15.54	.....	.....	.....	.....	.....
116011	(n. o.), Ohio and Gauley Bridge, W. Va.	Baltimore and Ohio R. R. Co.	49.60	59.00	2,926.40	7.95	.....	.....	.....	.....	.....
116012	Wesdon and Pickens	"do "	41.44	88.70	3,472.25	12	.....	.....	.....	.....	.....
116013	Wheeling and Kenova	"do "	222.89	159.89	35,637.88	22.14	.....	.....	.....	.....	.....
116014	Greenspring and Romney	"do "	16.28	48.74	788.48	12	.....	.....	.....	.....	.....
116015	Wheeling, W. Va., and Bel- laire, Ohio.	"do "	5.94	241.97	1,437.80	44.96	5.90	75.00	442.50	8 lines 40 feet.	.....
116016	Coopers and Goodwill	Norfolk and Western Rwy. Co.	7.94	42.75	389.48	11.19	.....	.....	.....	.....	.....
116017	Connellsville, Pa., and Clarksburg, W. Va.	Baltimore and Ohio R. R. Co.	102.71	125.69	12,909.62	18.01	.....	.....	.....	.....	.....
116018	Cairo and Macfarlan	Cairo and Kanawha Valley R. R. Co.	16.98	45.32	769.58	6	.....	.....	.....	.....	.....
116019	Cumberland, Md., and Hut- townville, W. Va.	West Virginia Central and Pittsburg Rwy. Co.	131.17	112.86	14,803.84	13.56	.....	.....	.....	.....	.....
116020	Tygart Junction (n. o.), and Century.	Baltimore and Ohio R. R. Co.	8.91	.....	380.90	6	.....	.....	.....	.....	.....
116021	Tunnelton and Kingwood..	West Virginia Northern R.R. Co.	11.25	58.87	606.08	12	.....	.....	.....	.....	.....
116022	Cedar Grove and Mammoth.	Kelly's Creek R. R. Co.	5.18	42.75	221.44	9	.....	.....	.....	.....	.....
116023	Brodus and Berkeley Springs.	Baltimore and Ohio R. R. Co.	6.54	42.75	278.58	18	.....	.....	.....	.....	.....
116024	Millwood and Ripley	"do "	13.04	64.72	713.64	18	.....	.....	.....	.....	.....
116025	Harrison (n. o.) and Elk Garden.	West Virginia Central and Pittsburg Rwy. Co.	7.31	42.75	312.50	12	.....	.....	.....	.....	.....
116026	Sewell and Clifton	Longdale Iron Co.	9.25	42.75	386.48	6	.....	.....	.....	.....	.....
116027	Cass and Runaway	Greenbrier Rwy. Co.	83.87	47.88	4,015.69	6	.....	.....	.....	.....	.....
116028	Hackers Junction (n. o.)	Baltimore and Ohio R. R. Co.	4.41	.....	188.52	6	.....	.....	.....	.....	.....
116029	Prince and Raleigh	Chesapeake and Ohio Rwy. Co.	15.17	.....	648.51	6	.....	.....	.....	.....	.....
116030	Marmet and Henshaw	West Virginia and Southern R. R. Co.	3.84	42.75	142.78	12	.....	.....	.....	.....	.....

Agreement



Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	WEST VIRGINIA—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
116031	Congo and New Cumber- land Junction (n. o.)	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	16.97	42.75	725.46	18	.....	.....	.....	.....
116032	Basswood and Spencer- ville (n. o.)	Baltimore and Ohio R. R. Co.	83.58	64.60	2,289.45	12	.....	.....	.....	.....
116033	Belington and Elkins Junc- tion (n. o.)	West Virginia Central and Pittsburg Rwy. Co.	16.89	76.10	1,247.27	12	.....	.....	.....	.....
116034	Chickering and Lanes Bottom	Baltimore and Ohio R. R. Co.	102.92	91.49	9,416.15	7.52	.....	.....	.....	.....
116035	Terminal Junction (n. o.) and Wheeling	Wheeling Terminal Rwy. Co.	4.73	90.63	428.67	12	.....	.....	.....	.....
116036	Mount Carbon and Powell- ton	Chesapeake and Ohio Rwy. Co.	4.83	42.75	206.48	12	.....	.....	.....	.....
116037	Lanes Bottom and Rich- wood	Baltimore and Ohio R. R. Co.	19.14	.....	813.23	6	.....	.....	.....	.....	Agreement.
116038	Coalburg and Kayford	Chesapeake and Ohio Rwy. Co.	16.02	42.75	684.85	12	.....	.....	.....	.....
116039	Belington and Monroe	Roaring Creek and Beling- ton R. R. Co.	11.63	42.75	497.15	6	.....	.....	.....	.....
116040	Thurmond and McDonald ..	Chesapeake and Ohio Rwy. Co.	9.60	57.29	549.98	20	.....	.....	.....	.....
116041	North Fork and Ashland...	Norfolk and Western Rwy. Co.	5.62	42.75	240.25	12.45	.....	.....	.....	.....
116042	Grafton and Benwood Junc- tion (n. o.)	Baltimore and Ohio R. R. Co.	94.90	225.72	21,420.82	28	.....	.....	.....	.....	Do.
116043	Barboursville and Midkiff ..	Chesapeake and Ohio Rwy. Co.	27.12	.....	1,159.88	6	.....	.....	.....	.....
116044	Monroe and Mable	Roaring Creek and Beling- ton R. R. Co.	7.64	42.75	326.61	9.33	.....	.....	.....	.....
116045	Parkerburg and Reedy Ripple	Little Kanawha R. R. Co....	30.46	52.16	1,588.79	12	.....	.....	.....	.....	Do.
116046	Belington and Weaver	Belington and Beaver Creek R. R. Co.	6.50	.....	185.00	6	.....	.....	.....	.....	Do.
116047	New Martinsville and Adamson	Baltimore and Ohio R. R. Co.	59.19	.....	2,530.37	6	.....	.....	.....	.....	Do.
116048	Flipping Junction (n. o.) and McComas.	Norfolk and Western Rwy. Co.	5.91	.....	252.65	6	.....	.....	.....	.....	Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mailing railway post- office cars.	Pay per mile for mailing railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NORTH CAROLINA—cont'd.											
118023	Lenoir, N. C., and Chester, S. C.	Carrollina and Northwestern Rwy. Co.	Miles. 110.78	Dollars. 71.82	Dollars. 7,962.62	12			Dollars.		
118024	Junction (n. o.) and Caro- leen.	Carrollina Central R. R. Co.	1.26	42.76	53.86	6					
118025	Louisburg and Franklinton.	Raleigh and Gaston R. R. Co.	10.28	46.17	474.62	12					
118026	Warren Plains and Warren- ton.	Warrenton R. R. Co.	3.11	42.76	182.96	6					
118027	Vacant.										
118028	Rockymount and Spring- hope.	Atlantic Coast Line R. R. Co.	19.27	42.76	828.79	12					
118029	Moncure and Pittboro.	Raleigh and Augusta Air Line R. R. Co.	11.54	48.61	508.26	12					
118030	Waraw and Clinton	Atlantic Coast Line R. R. Co.	18.62	46.17	628.88	12					
118031	Clinton and Reamsfort.	Southern Rwy. Co.	18.88	42.76	804.96	6					
118032	Marion, N. C., and Camden, S. C.	do	172.56	71.82	12,362.54	6					
118033	By Line, Va., and Lewiston, N. C.	Seaboard and Roanoke R. R. Co.	85.63	47.88	1,705.96	6					
118034	Hamlet and Gibson	Raleigh and Augusta Air Line R. R. Co.	10.32	42.76	441.18	6					
118035	Vacant.										
118036	Cameron and Hallison	Carthage R. R. Co.	18.79	42.76	808.27	9.19					
118037	Stokedale and Madison	Southern Rwy. Co.	11.56	42.76	493.76	6					
118038	Monroe, N. C., and Clinton, S. C.	Georgia, Carolina and North- Carolina Rwy. Co.	91.02	139.37	12,686.45	14					
118039	Edenton and Bellhaven	Norfolk and Southern R. R. Co.	39.18	53.01	2,076.98	6					
118040	Elrod and Ashpole	Atlantic Coast Line R. R. Co.	11.71	42.76	500.60	6					
118041	Henderson and Durham	Durham and Northern Rwy. Co.	41.42	54.72	2,266.50	9					
118042	Parkton and Bennettsville.	Atlantic Coast Line R. R. Co.	45.52	71.82	3,269.24	7					
118043	Aberdeen and Asheboro.	Aberdeen and Asheboro R. R. Co.	56.87	45.82	2,554.68	12					
118044	Norfolk, Va., and Tarboro, N. C.	Atlantic Coast Line R. R. Co.	101.08	77.81	7,865.08	13					
118045	Hamlet, N. C., and Cheraw, S. C.	Raleigh and Augusta Air Line R. R. Co.	18.56	42.76	798.44	6					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NORTH CAROLINA—cont'd.											
118077	Plymouth and Washington.	Washington and Plymouth R. R. Co.	Miles. 38.77	Dollars.	Dollars. 1,448.66	6	.....	Miles.	Dollars. .....	.....	Agreement.
118078	Huntale and Green Moun- tain.	South and Western Rwy. Co.	7	.....	299.25	6	.....	.....	.....	.....	Do.
118079	Green Mountain and Boone- ford.	.....do.....	15.80	.....	675.44	6	.....	.....	.....	.....	Do.
118080	Junction (n. o.) and Lum- berdale.	Aberdeen and Rockfish R. R. Co.	7	.....	299.25	6	.....	.....	.....	.....	Do.
118081	South Greenville (n. o.) and Shelmerdine.	Beaufort County Lumber Co.	12.15	.....	800.00	6	.....	.....	.....	.....	Do.
SOUTH CAROLINA.											
120001	Columbia and Greenville ..	Southern Rwy. Co.	148.50	97.47	18,996.94	11.92	.....	.....	.....	.....	Peedee and Florence.
120002	Wilmington, N. C., and Co- lumbia, S. C.	Atlantic Coast Line R. R. Co.	192.30	147.06	28,279.63	23.98	.....	.....	.....	.....
120003	Columbia and Charleston ..	Southern Rwy. Co.	129.60	135.95	17,619.12	22	.....	.....	.....	.....	Agreement.
120004	Charleston, S. C., and Sa- vannah, Ga.	Atlantic Coast Line R. R. Co.	113.54	265.05	30,098.77	23.22	.....	.....	.....	.....
120005	Florence and Charleston ..	.....do.....	102.45	299.85	29,695.13	21.66	.....	.....	.....	.....	Agreement.
120006	Lockhart and Olney ..	Southern Rwy. Co.	14.09	.....	407.51	6	.....	.....	.....	.....
120007	Bowman and Branchville ..	Branchville and Bowman R. R. Co.	11.25	42.75	480.98	6	.....	.....	.....	.....	Do.
120008	Anderson and Walhalla ..	Blue Ridge Rwy. Co.	34.47	66.69	2,296.80	9.08	.....	.....	.....	.....
120009	Hodges and Abbeville ..	Southern Rwy. Co.	11.80	42.75	508.72	20	.....	.....	.....	.....	Do.
120010	Port Royal, S. C., and Au- gusta, Ga.	Charleston and Western Carolina Rwy. Co.	112.18	59.00	6,618.62	8.53	.....	.....	.....	.....
120011	Ashville, N. C., and Alston, S. C.	Southern Rwy. Co.	137.52	117.99	16,225.98	14	.....	.....	.....	.....	Do.
120012	Cheraw and Camden ..	Chesterfield and Kershaw R. R. Co.	55.83	.....	2,391.00	6	.....	.....	.....	.....
120013	Chester and Lancaster ..	Lancaster and Chester Rwy. Co.	29.55	47.88	1,414.85	12	.....	.....	.....	.....	Do.
120014	Wadesboro, N. C., and Flor- ence, S. C.	Atlantic Coast Line R. R. Co.	64.28	57.29	3,797.13	9.67	.....	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars autho- rized.	Remarks.
GEORGIA.											
121001	Heartline and Quitman...	South Georgia Rwy. Co.	28.28	Dollars, 42.75	Dollars, 1,208.97	6					
121002	Atlanta, Ga., and Chat- ta-noo-ga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	136.82	325.76	44,570.48	21.89	Miles, 138.82	Dollars, 115.00	Dollars, 15,734.30	1 line 60 feet; 1 line 60 feet; 1 line 40 feet.	
121003	Atlanta, Ga., and Mont- gomery, Ala.	Western Rwy. of Alabama...	171.61	478.80	82,166.86	21					
121004	Augusta and Atlanta...	Georgia R. R. Co.	171	196.65	33,627.15	21.21					
121005	Milleden and Augusta...	Central of Georgia Rwy. Co.	53.62	76.95	4,118.86	21					
121006	Washington and Barnes...	Georgia R. R. Co.	17.62	63.27	1,114.81	21					
121007	Union Point and Athens...	do	38.95	76.10	2,964.09	14					
121008	Kingsdon and Rome...	Nashville, Chattanooga and St. Louis Rwy.	18.04	46.17	2,882.90	14					
121009	Savannah, Ga., and Jack- sonville, Fla.	Atlantic Coast Line R. R. Co.	171.90	.....	43,210.55	47.70					
121010	Savannah and Macon...	Central of Georgia Rwy. Co.	190.75	136.90	26,094.60	15.90					
121011	Fort Valley and Columbus...	do	71.11	98.33	6,992.24	14					
121012	Macon and Atlanta...	do	104	256.50	26,676.00	24	104	25.00	2,600.00	1 line 40 feet..	Atlanta and Jeap. Agreement.
121013	Atlanta and Brunswick...	Southern Rwy. Co.	278.29	198.23	58,773.97	20.87	235.75	25.00	5,893.75	1 line 40 feet..	
121014	Statesboro and Stillmore...	Central of Georgia Rwy. Co.	29.01	.....	1,240.17	6					
121015	Tennille and Hawkinsville...	Wrightsville and Tennille R. R. Co.	76.86	59.85	4,600.07	14					
121016	Macon, Ga., and Montgom- ery, Ala.	Central of Georgia Rwy. Co.	223.80	147.06	32,888.49	17.51	223.80	25.00	5,592.50	1 line 40 feet..	
121017	Fort Valley and Perry...	do	12.98	42.75	554.89	12					
121018	Waycross and Bainbridge...	Atlantic Coast Line R. R. Co.	141.10	173.57	24,490.72	18.61					
121019	Barnesville and Thomaston...	Central of Georgia Rwy. Co.	16.61	42.75	710.07	12					
121020	Cartersville, Ga., and Pell City, Ala.	East and West R. R. Co.	117.09	56.43	6,607.38	9.04					
121021	Carmack and Macon...	Georgia R. R. Co.	78.02	94.91	7,404.88	21					
121022	Griffin and Carrollton...	Central of Georgia Rwy. Co.	58.87	58.87	3,218.19	6					
121023	Brunswick and Albany...	Atlantic Coast Line R. R. Co.	170.87	80.87	13,782.82	14					
121024	Columbus and Greenville...	Central of Georgia Rwy. Co.	50.23	45.83	2,776.42	7					
121025	Athens and Luth...	Southern Rwy. Co.	39.52	69.26	2,797.15	14					
121026	Toccoa and Elberton...	do	51.12	68.40	3,496.60	13					
121027	Fitzgerald and Tifton...	Tifton and Northeastern R. R. Co.	25.61	59.00	1,510.99	13					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
			Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
GEORGIA—continued.											
121060	Wadley and Rixville	Wadley and Mount Vernon R. Co.	29.98	42.76	1,281.64	14					
121061	Statesboro and Dover	Central of Georgia Rwy. Co.	10	42.75	427.50	15.50					
121062	Dunlap (n. o.) and Smithonia	Smithonia and Dunlap R. Co.	6.20	42.76	256.06	13					Not adjusted.
121063	Columbus and Albany	Seaboard Air Line Rwy. Co.	88.89	70.11	6,282.07	7					
121064	Bainbridge, Ga., and Montgomery, Ala.	Atlantic Coast Line R. Co.	175.72	162.46	28,516.71	15.71					
121065	Savannah and Tybee	Central of Georgia Rwy. Co.	16.25	42.75	694.68	14					
121066	Meltrim, Ga., and Montgomery, Ala.	Seaboard Air Line Rwy. Co.	320.87	96.76	30,726.51	9.11					
121067	Abbeville and Ocella	do	80.93	49.59	1,583.81	13					
121068	Waycross and Douglas	Atlantic and Birmingham R. Co.	42.99	42.75	1,837.82	7					
121069	Chattanooga, Tenn., and Gadsden, Ala.	Chattanooga Southern R. Co.	91.93	47.88	4,401.61	6					Agreement.
121070	Nashville and Sparks	Nashville and Sparks R. Co.	11.69		499.74	6					
121071	Clinton, S. C., and Atlanta, Ga.	Georgia, Carolina and Northern Rwy. Co.	181.58	144.50	26,298.31	14					
121072	Macon and Dublin	Macon, Dublin and Savannah R. Co.	53.69	48.74	2,616.85	6					
121073	Smithonia and Colbert	Smithonia, Dadeville and Cartersville R. Co.	6.86	42.75	271.89	6					Not adjusted.
121074	Douglas and Fitzgerald	Atlantic and Birmingham R. Co.	29.13		1,245.80	6					Agreement.
121075	Vacant										
121076	Corvinton and Gordon	Central of Georgia Rwy. Co.	82.08	52.16	4,281.29	9.87					
121077	Bainbridge and Aithington	Georgia, Florida and Alabama Rwy. Co.	39.96	46.17	1,844.86	14					
121078	Vacant										
121079	Swainsboro and Collins	Stillmore Air Line Rwy. Co.	84.26	43.61	1,494.07	14					
121080	Theo and Darien	Darien and Western R. Co.	21.77	51.80	1,116.80	14					
121081	Ocella and Irwinville	Ocella and Irwinville R. Co.	10.07		480.49	6					Do.
121082	Swansea and Lawrenceville	J. R. McKelvey	10.54	42.76	450.58	6					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mil- lage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		FLORIDA—continued.									
122004	Jacksonville, Tampa, and Key West Junction (n. o.) and New Smyrna.	Florida East Coast Rwy. Co..	28.09	42.75	1,200.84	14			Dollars.		
122005	Pensacola and Milview	Pensacola and Perdido R. R. Co.	7.31	42.75	312.50	6					
122006	Jacksonville and River Junction	Florida Central and Penin- sular R. R. Co.	208.67	109.44	22,836.84	14.31					Land grant.
122007	Sandfort and Port Tampa	Atlantic Coast Line R. R. Co.	124.04	103.23	23,968.24	14	124.00	40.00	4,960.00	1 line 50 feet.	
122008	Astor and Leesburg	do	39.45	42.75	1,686.45	6					
122009	Thomondosa and Tampa	do	18.74	42.75	801.13	6					
122010	St. Cloud and Del Rio	do	13.11	42.75	561.20	6					
122011	Wildwood and Orlando	Florida Central and Penin- sular R. R. Co.	64.82	71.82	3,901.26	14					
122012	Palatka and Croon	Atlantic Coast Line R. R. Co.	185.22	111.15	15,029.70	10.10					
122013	Tallahassee and St. Marks	Florida Central and Penin- sular R. R. Co.	22.06	42.75	943.06	6					
122014	Fort Mason (n. o.) and Lane Park	Atlantic Coast Line R. R. Co.	9.48	47.88	453.90	10.24					
122015	Pensacola and River Junc- tion	Louisville and Nashville R. R. Co.	161.95	86.18	13,966.85	7					Do.
122016	Jacksonville and Palm Beach.	Florida East Coast Rwy. Co..	301.21	179.55	54,082.25	10	300.87	32.50	9,773.27	‡ line 50 feet; ‡ line 40 feet.	
122017	Vacant.										
122018	Jacksonville and Sanford	Atlantic Coast Line R. R. Co.	124.44	226.58	28,195.61	20.04					
122019	Waldo and Cedar Keys	Florida Central and Penin- sular R. R. Co.	71.20	41.72	2,970.46	8.83	124.40	40.00	4,976.00	1 line 50 feet.	Do.
122020	DeLand and DeLand Junc- tion (n. o.)	Atlantic Coast Line R. R. Co.	4	53.87	215.48	12					
122021	Wabnetta (n. o.) and Bar- tow	do	17.28	49.59	856.91	14					
122022	Rochelle and Gainesville	do	9.54	42.75	407.83	25					
122023	Jacksonville and Newberry	Jacksonville and South-west- ern R. R. Co.	87.80		1,500.00	6					Agreement.
122024	Lakeland and Bartow	Atlantic Coast Line R. R. Co.	13.87	88.92	1,233.32	10.50					
122025	Enterprise Junction (n. o.) and Titusville	Florida East Coast Rwy. Co..	40.78	42.75	1,743.84	6					
122026	Bartow and Punta Gorda	Atlantic Coast Line R. R. Co.	75.14	75.24	5,653.53	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ALABAMA.										
124001	Dothan and Coffee Springs.	Central of Georgia Rwy. Co.	40.13		Dollars, 1,100.00	6			Dollars.		Agreement.
124002	Montgomery and Selma.	Western Rwy. of Alabama.	46.74	88.92	4,156.12	14					
124003	Westpoint, Ga., and Jester, Ala.	Chattahoochee Valley R. R. Co.	16.47	42.75	704.09	15					
124004	Montgomery, Ala., and Ar- tesia, Miss.	Mobile and Ohio R. R. Co.	181.25	70.11	12,707.43	8					Lap service over 127004.
	(Chattanooga, Tenn., and Stevenson, Ala.)		38.40	55.57							
124005	Stevenson, Ala., and Mem- phis, Tenn.	Southern Rwy. Co.	271.30	172.71	49,076.45	18.08					
124006	Akron and Marion Junc- tion.	.....do	53.20	62.42	3,320.74	7					
124007	Columbus, Ga., and Bir- mingham, Ala.	Central of Georgia Rwy. Co.	156.57	99.18	15,728.97	15.27					
124008	(Columbus, Ga., and Troy, Ala.)	.....do	85.46	51.98							{Land grant, 85.46 miles.
124009	Troy and Andalusia.		53.60	64.98	7,925.12	9.80					
	Selma and York.		76.54	96.62	7,385.29	8.16					
124010	(Rome, Ga., and Jackson- ville, Ala.)	Southern Rwy. Co.	50.56	128.25							{Land grant, 145.74 miles.
	Jacksonville and Selma.		145.74	102.60	21,437.24	8.95					
	Florence and Tusculum.		7.08	13.68							{Lap service over 124009.
	Tusculum and Memphis and Charleston Junction (n. o.)		2.85	3.42							{Lap service over 124005.
124011	Memphis and Charleston Junction (n. o.) and Jas- per.	Northern Alabama Rwy. Co.	82.59	50.45	4,273.25	6					
124012	Montgomery and Flomaton. Flomaton, Ala., and New Orleans, La.	Louisville and Nashville R. R. Co.	118.77 199.44	256.36 445.46	131,167.41	22.57	318.21	100.00	31,821.00	2 lines 60 feet.	{Land grant, 118.77 miles.
124013	Elba Junction (n. o.) and Elba.	Atlantic Coast Line R. R. Co.	37.40	52.16	1,850.78	7					
124014	Roanoke and Opelika.	Central of Georgia Rwy. Co.	39.11	57.29	2,240.61	7					

	Alabama Great Southern R. R. Co.	31.80	206.91	50,243.93	14.64	296.80	25.00	7,390.00	1 line 40 feet..	Land grant, 263.80 miles.
	Southern Rwy. Co.	14	10.26	3,081.42	7					Lap. service over 124015.
	Louisville and Nashville R. R. Co.	45.42	53.14	2,640.71	6					Agreement.
	Woodward Iron Co.	4.65	42.75	198.78	9.17					Do.
	Tuskegee R. R. Co.	5.85	55.55	325.14	31.50					Do.
	Central of Georgia Rwy. Co.	21.28	600.00	600.00	6					Do.
	Enfauia and Ozark	59.96	47.03	2,819.91	6					Do.
	Birmingham, Selma and New Orleans Rwy. Co.	20.60	42.75	890.65	6					Do.
	Louisville and Nashville R. R. Co.	74.49		3,184.44	6					Do.
	do	6.87	48.74	394.84	13					Do.
	Southern Rwy. Co.	6.66	69.26	461.27	14					Do.
	Tallahassee and Montgomery Rwy. Co.	6.96	42.75	297.54	21					Do.
	Atlantic Coast Line R. R. Co. Louisville and Nashville R. R. Co.	32.89	47.88	1,574.77	6					Do.
	Carrollton Short Line Rwy. Co.	8.11		346.70	6					Do.
	Birmingham and Atlantic R. R. Co.	10.01		427.93	6					Do.
	Louisville and Nashville R. R. Co.	23.19	53.01	1,229.80	12					Do.
	Nadawah and Camden R. Co.	17.35		741.71	6					Do.
	Flora, Tenn., and Gadsden, Ala.	99.83	60.71	6,090.68	8.16					Do.
	Rome, Ga., and Attalla, Ala. Southern Rwy. Co.	63.82	61.56	3,928.75	7					Do.
	do	149.30	55.36							Lap. service over 124029.
	Mobile and Bridges Bridges and Selma	12.80	35.91	13,853.18	7					Agreement.
	Attalla and Caters	119.81	53.14	6,965.75	7					Do.
	Oncento and Birmingham	36.91	42.75	1,577.91	6					Do.
	Riverton and Lope	67.27	64.93	8,721.40	12.47					Do.
	North Alabama Rwy. Co.	11.19	42.75	478.37	6					Do.
	Junction (n. o.)									Do.
	Mobile and Bayou La- battre	33.50		1,000.00	6					Do.
	Tredgair Junction (n. o.) and Jacksonville.	4.07	42.75	173.99	13					Do.

No.	Do.	Land miles.	Land grant, 96.91 miles.
126002	Grenada and Peete.....	15.59	666.47
126003	Meridian and Jackson.....	98.91	21,577.96
126004	Jackson and Vicksburg.....	48.45	3,484.00
126005	Jackson, Tenn., and Jackson State Line (n. o.).....	53.91	25.00
126006	Tennessee State Line (n. o.) and Mobile, Ala.....	383.11	189.36
126007	Birmingham, Ala., and Greenville, Miss.....	291.44	141.98
126008	Helena, Ark., and Eggleston, Miss.....	20.55	141.98
126009	Mudon and Aberdeen.....	9.40	948.79
126010	Middleton, Tenn., and Pontotoc, Miss.....	62.81	468.14
126011	Aberdeen and Aberdeen Junction (n. o.).....	105.85	3,388.57
126012	Jackson and Natchez.....	98.54	7,831.17
126013	Phillip Junction (n. o.) and Minter City.....	1.20	10,581.96
126014	Greenwood and Peete.....	18.26	51.80
126015	Mount Olive and Gulfport.....	108.07	42.75
126016	Artavia and Starkville.....	11.60	42.75
126017	Ruileville and Moorhead.....	20.30	780.61
126018	Meridian, Miss., and New Orleans, La.....	195.84	5,686.93
126019	Clarke and Parsons Junction (n. o.).....	60.42	6
126020	Jackson and Greenwood.....	98.04	77.81
126021	Memphis, Tenn., and New Orleans, La.....	435.61	7,628.49
126022	Ireland and Elena.....	7.60	166.73
126023	Birmingham, Ala., and Memphis, Tenn.....	251.63	75,968.85
126024	Moxie and Columbia.....	47.25	15.17
126025	Durant and Tehula.....	26.47	1,417.50
126026	Aberdeen Junction (n. o.) and Aberdeen.....	12.67	1,443.43
126027	Coshoma and Rolling Fork.....	127.01	606.63
126028	Fulton, Ky., and Grenada, Miss.....	211.62	9,443.27
126029	Tutwiler and Ruileville.....	21.68	23,778.39
126030	Moorehead and Isola.....	15.48	14.37

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

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MISSISSIPPI—continued.											
126080	Jackson and Mount Olive.	Gulf and Ship Island R. R. Co.	Miles. 53.70	Dollars.	Dollars. 2,286.67	6	Dollars.	Dollars.	Agreement.
126081	Laurel and Saratoga.	do.	41.11	.....	1,233.90	6	.....	.....	.....	.....	Do.
126082	Isola and Belzona.	Yazoo and Mississippi Val- ley R. R. Co.	8.98	.....	883.89	6	.....	.....	.....	.....	Do.
126083	Dockery and Rosedale.	do.	32.67	.....	990.10	6	.....	.....	.....	.....	Do.
126084	Leland and Tralake.	do.	14.59	.....	400.00	6	.....	.....	.....	.....	Do.
126085	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			3,535		496,662.68				49,496.20		
TENNESSEE.											
127001	Nashville and Lebanon.	Nashville, Chattanooga and St. Louis Rwy.	81.51	123.12	3,879.51	12	.....	.....	.....	.....	.....
127002	Bristol and Chattanooga.	Southern Rwy. Co.	242.12	244.53	59,205.60	25.04	.....	50.00	12,092.00	2 lines 40 feet.	.....
127003	Rogersville and Bulls Gap.	do.	16.27	54.14	946.98	6	.....	.....	.....	1 line 60 feet. 1 line 50 feet. 1 line 40 feet.	.....
127004	Nashville and Chattanooga.	{ Nashville, Chattanooga and St. Louis Rwy.	151.15	337.73	51,047.88	22.15	.....	115.00	17,862.26	.....	.....
127005	Bristol and Flahdam.	Holston Valley Rwy. Co.	13.42	42.75	573.69	6	.....	.....	.....	.....	.....
127006	Nashville, Tenn., and De- catur, Ala.	{ Louisville and Nashville R. R. Co.	121.56	241.97	64,724.90	13.90	.....	.....	.....	.....	Land grant, 182.42 miles.
127007	Decatur and Montgomery, Ala.	.....	182.42	193.57	.....	.....	.....	303.96	40.00	1 line 50 feet.	.....
127008	Nashville, Tenn., and Hick- man, Ky.	Nashville, Chattanooga and St. Louis Rwy.	167.61	160.74	26,941.63	20.63	.....	.....	.....	.....	.....
127009	Jellico and Knoxville.	Southern Rwy. Co.	65.48	136.80	8,957.66	15.21	.....	.....	.....	.....	.....
127010	Bristol and Elsiebethon.	Virginia and Southwestern Rwy. Co.	24.80	42.76	1,060.20	6	.....	.....	.....	.....	.....
127011	Tracy City and Cowan.	Nashville, Chattanooga and St. Louis Rwy.	20	49.59	991.80	24	.....	.....	.....	.....	.....
127012	Coleman, Tenn., and Aus- tell, Ga.	Southern Rwy. Co.	119.77	199.22	25,403.67	22.85	.....	.....	.....	.....	Land service over 12042.
127013	Austell and Atlanta, Ga.	.....	18.80	82.08	.....	.....	.....	.....	.....	.....	.....
127014	Pikeville, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	57.53	49.59	2,852.91	6.98	.....	.....	.....	.....	.....

[illegible]

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
TENNESSEE—continued.											
127043	Lebanon and Nashville	Tennessee Central R. R. Co.	Miles. 31.36	Dollars.	1,321.58	6	Dollars.	Agreement. Do. Do.
127044	Maryville and Walland	Southern Rwy. Co.	10.96	.....	496.11	6	.....	.....	.....	.....
127045	Tombston and Walland	Little River R. R. Co.	8.29	.....	354.89	6	.....	.....	.....	.....
127046	Hartman and Petros	Hartman and Northeastern R. R. Co.	19.24	42.75	822.51	13	.....	.....	.....	.....
			2,385.86		313,225.50				41,633.45		
KENTUCKY.											
129001	Elkton and Guthrie	Louisville and Nashville R. R. Co.	12.12	59.00	715.08	17.77	Cincinnati and Edge- field Edgfield and Nash- ville.
129002	Cincinnati, Ohio, and Liv- ington, Ky.	do	154.75	155.61	24,080.64	17.88	.....	.....	.....	.....
129003	Lexington and Lagrange	do	57.10	86.36	5,794.75	15.40	.....	.....	.....	.....
129004	Cincinnati, Ohio, and Nash- ville, Tenn.	do	298.64	458.28	136,860.73	34.31	237.91 10.73	125.00 205.00	83,188.40	2 lines 60 feet; 1 line 40 feet; 2 lines 60 feet; 2 lines 50 feet; 1 line 40 feet.	
129005	Richardson and Peach Orchard	Chesapeake and Ohio Rwy. Co.	8.06	42.75	130.81	6	.....	.....	.....	.....
129006	Bardtown Junction and Springfield	Louisville and Nashville R. R. Co.	37.34	63.40	2,554.05	12	1 line 60 feet; 1 line 40 feet.
129007	Lebanon Junction, Ky., and Jellico, Tenn.	do	171.39	153.90	26,376.92	15.05	.....	.....	.....	.....
129008	Bowling Green, Ky., and Memphis, Tenn.	do	263.59	256.21	63,061.58	17.98	.....	.....	.....	.....
129009	Louisville and Fulton	Illinois Central R. Co.	272.86	206.91	56,457.46	24.07	.....	.....	.....	.....
129010	Cecilian and Hodgenville	do	17.49	43.61	762.73	12	.....	.....	.....	.....
129011	Glasgow Junction and Glas- gow.	Louisville and Nashville R. R. Co.	10.99	77.81	855.13	13	1 line 60 feet; 1 line 40 feet.
129012	Shelbville and Anchorage	do	19.61	42.75	838.32	9	.....	.....	.....	.....
129013	Greenup and Webbville	Eastern Kentucky Rwy. Co.	53.01	1,980.09	53.01	6.72	.....	.....	.....	.....
129014	Owensboro and Adairville	Louisville and Nashville R. R. Co.	85.85	66.69	5,726.33	7.99	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage of railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
KENTUCKY—continued.											
129041	Frankfort and Paris.....	Frankfort and Cincinnati Rwy. Co.	Miles. 41.62	Dollars. 49.59	Dollars. 2,068.98	10.82	Miles.	Dollars.	Dollars. .....	.....	.....
129042	Owensboro and Horse Branch.	Illinois Central R. R. Co.....	41.97	61.56	2,583.67	13	.....	.....	.....	.....	.....
129043	Lawrenceburg and Burgin.	Southern Rwy. Co. in Kentucky.	26.39	66.69	1,759.94	12	.....	.....	.....	.....	.....
129044	Irvington and Fordville..	Louisville, Henderson and St. Louis Rwy. Co.	41.27	56.43	2,328.86	13.50	.....	.....	.....	.....	.....
129045	Lexington and Jackson....	Lexington and Eastern Rwy. Co.	98.87	77.81	7,804.02	12	.....	.....	.....	.....	.....
129046	Dempster Junction (n. o.) and Paducah.	Louisville, Henderson and St. Louis Rwy. Co.	4.65	42.75	198.78	13	.....	.....	.....	.....	.....
129047	Paducah, Ky., and Memphis, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	228.88	76.10	17,417.76	8.46	.....	.....	.....	.....	.....
129048	Versailles and Irvine.....	Louisville and Atlantic R. R. Co.	61.74	59.86	3,695.13	8.61	.....	.....	.....	.....	.....
129049	Gracey and Cadiz.....	Cadiz R. R. Co.....	10.97	.....	488.96	6	.....	.....	.....	.....	Agreement.
129050	Vacant.	Chesapeake and Ohio Rwy. Co.	19.98	42.75	852.00	6	.....	.....	.....	.....	.....
129051	Garrison and Carter.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129052	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129053	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129054	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129055	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129056	Jalisco, Tenn., and Halsey, Ky.	Louisville and Nashville R. R. Co.	7.50	42.75	320.62	7	.....	.....	.....	.....	.....
129057	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129058	Bettyville and Bettyville Junction (n. o.).	Louisville and Atlantic R. R. Co.	6	42.75	256.50	12	.....	.....	.....	.....	.....
129059	Edwardsville, Ind., and Edgefield, Tenn.	Louisville and Nashville R. R. Co.	146.42	339.44	49,700.80	25.71	146.40	80.00	11,712.00	2 lines 50 feet.	.....
						709,204.48					
						3,795.89					
						117,980.65					

OHIO.										Bellaire and Newark, Newark and Chicago, Pittsburg, Pa., and Mansfield, Ohio, and Chicago, Ill.
131001	Bellaire and Chicago.....	Baltimore and Ohio R. R. Co.	190.95	286.43	54,668.80	27.54	{ 103.50 87.20	{ 75.00 50.00	{ 3 lines 40 feet.. 2 lines 40 feet.. 64 lines 60 feet.. 1 line 40 feet.. 64 lines 60 feet.. feet.	
131002	{ Pittsburg, Pa., and Chicago, Ill.	{ Pennsylvania Co.	468.82	1,026.86	480,899.07	40.62	{ 175.27 238.05	{ 300.00 275.00		
131003	Wellsville and Bellaire.....	do	46.99	123.11	6,066.87	27	.....	.....
131004	Hudson and Columbus.....	Cleveland, Akron and Co- lumbus Rwy. Co.	144.61	137.66	19,907.01	16.17	.....	.....
131005	Cleveland and Leesville.....	Erie R. R. Co.	50.05	255.65	13,265.75	84	50	25.00	1 line 40 feet..	
131006	Pittsburg, Pa., and Cleve- land, Ohio.	Pennsylvania Co.	149.23	255.65	38,163.43	28.06	.....	.....
131007	Elyria and Milbury	Lake Shore and Michigan Southern Rwy. Co.	75.01	2,459.84	184,512.59	37.83	74.15	440.00	8 lines 60 feet; 1 line 50 feet.	
131008	Bayard and New Philadel- phia.	Pennsylvania Co.	32.48	79.52	2,582.80	12	.....	.....
131009	Cleveland and Cochocton ..	Wheeling and Lake Erie R. R. Co.	115.13	96.62	11,123.86	16.65	.....	.....
131010	Sandusky and Chicago.....	Baltimore and Ohio R. R. Co.	28.79	99.18	2,855.39	13	.....	.....
131011	Xenia, Ohio, and Rich- mond, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	57.54	319.77	18,399.56	30.14	57.54	140.00	2 lines 60 feet; 1 line 50 feet.	
131012	Springfield and Sandusky..	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	131.15	100.89	13,231.72	9.98	.....	.....
131013	Cleveland and Cincinnati.....	do	263.31	569.43	149,936.61	38.32	{ 79.98 183.46	{ 840.00 175.00	64 lines 60 feet; 1 line 50 feet; 1 line 40 feet; 3 lines 60 feet; 1 line 40 feet; 4 lines 60 feet; 1 line 50 feet; 2 lines 60 feet; 1 line 40 feet; 7 lines 60 feet.	
131014	Columbus and Cincinnati.....	{ Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	119.62	496.90	59,319.55	37.65	{ 54.92 64.70	{ 265.00 123.00	64 lines 60 feet; 1 line 50 feet; 1 line 40 feet; 2 lines 60 feet; 1 line 40 feet; 7 lines 60 feet.	
131015	{ Columbus, Ohio, and Indi- anapolis, Ind.	do	137.86	1,102.95	207,200.18	31.05	{ 119.65 63.21	{ 350.00 465.00	64 lines 60 feet; 1 line 50 feet; 24 lines 60 feet; 1 line 50 feet; 3 lines 60 feet. 4 line 60 feet..	
131016	{ Gallon, Ohio, and East St. Louis, Ill.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	465	336.61	151,873.65	26.23	{ 233.52 256.20 6.23	{ 165.00 160.00 25.00	Indianapolis and Granite. Granite and East St. Louis.	
131017	Blanchester and Hillsboro- Junction.	Baltimore and Ohio South- western R. R. Co.	21.97	79.52	1,747.05	21.50	.....	.....
131018	Portsmouth and Hamden ..	do	56.36	54.72	3,084.01	12	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	OHIO—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
181019	Toledo, Ohio, and East St. Louis, Ill.	Wabash R. R. Co.....	433.28	504.16	219,809.00	30.23	99.92	240.00	98,023.44	2 1/2 lines 60 feet; 1 line 50 feet; 2 lines 60 feet; 1 line 50 feet; 8 1/2 lines 60 feet; 1 line 50 feet; 8 1/2 lines 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 50 feet; 8 1/2 lines 60 feet; 1 line 50 feet; 2 lines 40 feet; 8 1/2 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	Toledo and Maumee. Maumee and New Haven. New Haven and Peru. Peru and Lafayette. Lafayette and Be- ment. Bement and Decatur. Decatur and East St. Louis.
181020	Sandusky, Ohio, and Peoria, Ill.	Lake Erie and Western R. R. Co.	415.46	94.91	39,431.30	14.98					
181021	Carey and Findlay	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	16.82	42.75	676.30	15					
181022	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R. Co.	47.32	86.78	4,246.88	19					
181023	Toledo and Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	142.60	312.98	44,623.61	32.49	142.60	115.00	16,399.00	1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 60 feet; 1 line 50 feet; 2 lines 40 feet...	Cincinnati, Ohio, and Richmond, Ind.
181024	Hamilton, Ohio, and In- dianapolis, Ind.	do	99.20	306.51	30,708.39	34.69	99.20	90.00	8,928.00	1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 50 feet; 1 line 40 feet; 1 line 40 feet; 1 line 40 feet; 1 line 40 feet.	Richmond, Ind., and Chicago, Ill. Dayton and Hamil- ton.
181025	Cincinnati, Ohio, and Chi- cago, Ill.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	300.41	242.82	72,945.55	23.08	74.58 225.88	50.00 76.00	20,666.25	1 line 60 feet; 2 lines 40 feet; 1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 2 lines 60 feet; 1 line 40 feet; 1 line 40 feet.	Cincinnati, Ohio, and Richmond, Ind., and Chicago, Ill. Dayton and Hamil- ton.
181026	Dayton and Cincinnati	Cincinnati, Hamilton and Dayton Rwy. Co.	59.09	339.08	22,987.73	63.50	33.70 25.39	115.00 205.00	9,080.45	2 lines 60 feet; 1 line 40 feet; 1 line 40 feet.	Hamilton and Cin- cinnati.

131027	Xenia and Springfield.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	19.31	147.92	2,856.33	17	150.50	150.00	3 lines 60 feet..	Parkersburg, W. Va., and Midland, Ohio.
131028	{Parkersburg, W. Va., and Cincinnati, Ohio.	Baltimore and Ohio Southern R. Co.	195.61	660.06	129,114.33	30.66	44.80	175.00	{ 3 lines 60 feet; 3 lines 60 feet; 1 line 40 feet.	Midland and Cincinnati.
131029	Morrow and Trinway.....	Cincinnati and Muskingum Valley R. Co.	148.66	95.76	14,285.68	13.74				
131030	{Detroit and Dundee, Mich. Dundee and Tecumseh, Mich. Tecumseh, Mich., and Tuscarora, Ohio.	{Detroit Southern R. R. Co..... Ashland and Wooster Rwy. Co.	{ 48.40 15.70 97	{ 64.98 23.09 84.98	{ 9,468.30	7.45				15.70 miles lap over 187019.
131031	Ashland and Custerloga (n. o.).	Ashland and Wooster Rwy. Co.	21.34		912.28	6				Agreement.
131032	Pittsburg, Pa., and Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	190.77	1,494.54	285,113.39	54.19	190.77	615.00	11 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	
131033	Dundas and Jackson.....	Hocking Valley Rwy. Co.	17.85	45.32	808.96	19.12	162.30	50.00	1 line 60 feet..	Salamanca, N. Y., and Youngstown, Ohio.
131034	Salamanca, N. Y., and Dayton, Ohio.	Erle R. R. Co.	400	208.62	88,448.00	25.04	17.20	75.00	1 line 60 feet; 1 line 40 feet; 1 line 60 feet..	Youngstown and Leavittsburg, Ohio.
131035	Conchocton and Zanesville.....	Wheeling and Lake Erie R. Co.	30.14		1,000.00	6	136.80	50.00		Leavittsburg and Marion Junction (n. o.), Ohio.
131036	Columbus and Athens.....	Hocking Valley Rwy. Co.	76.62	148.77	11,398.75	18.99				Agreement.
131037	Niles and Lisbon.....	Erle R. R. Co.	94.02	76.10	2,588.92	12				
131038	Newark and Shawnee.....	Baltimore and Ohio R. Co.	43.99	57.29	2,520.13	12				
131039	Delphos and Dayton.....	Cincinnati, Hamilton and Dayton Rwy. Co.	94.23	65.84	6,204.10	8.70				
131040	Marietta and Valley Junction (n. o.)	Pennsylvania Co.	111.11	94.05	10,449.89	10.28				
131041	Cleveland and Bridgeport.....	Cleveland, Lorain and Wheeling Rwy. Co.	162.08	107.73	17,455.49	14.81				
131042	Delaware and Springfield.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	50.01	64.13	8,207.14	12				
131043	Mansfield and Toledo.....	Pennsylvania Co.	85.75	188.10	15,129.57	12	85.75	25.00	1 line 40 feet..	
131044	Ashabula, Ohio, and Mariontown, Pa.	Pennsylvania Co.	78.58	82.94	6,517.42	18.66				
131045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	133.59	868.68	116,046.96	35.85	133.80	145.00	24 lines 60 feet; 1 line 50 feet.	
131046	Painesville and Warren.....	Baltimore and Ohio R. Co.	46.20	59.85	2,843.05	7.16				Lap over 131076.
131047	Warren and Youngstown, Ohio.	Chicago, Ohio, and Chicago, Ill.	15.20	5.13	89,671.76	30.81	276	60.00	13,900.00	
131048	Lore City and Cumberland.....	do	17.02	42.75	727.60	12			2 lines 40 feet.	
131049	Parkersburg, W. Va., and Marietta, Ohio.	do	14.20	106.02	1,506.47	85.62				

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termin- i.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mil- lage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
OHIO—continued.											
131060	Deshler and Findlay	Cincinnati, Hamilton and Dayton Rwy. Co.	18.65	Dollars. 42.75	Dollars. 797.28	18	Miles.	Dollars.	Dollars.		
131061	Columbus, Ohio, and Kenosha, W. Va.	Norfolk and Western Rwy. Co.	139.08	143.64	19,970.26	19					
131062	Cincinnati and Portsmouth, Ohio	do.	107.33	82.94	8,901.95	12					
131063	Toledo and Columbus	Hocking Valley Rwy. Co.	121.20	149.62	18,138.94	24.81					
131064	Dayton and Ironton	Cincinnati, Hamilton and Dayton Rwy. Co.	168.96	64.13	10,835.40	8.86					
131065	Toledo and Thurston	Toledo and Ohio Central Rwy. Co.	148.02	79.52	11,770.55	9.89					
131066	St. Clairsville and Steel	Baltimore and Ohio R. R. Co.	6.93	43.17	819.95	12					
131067	Springfield, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	140.10	125.69	17,609.16	12					
131068	Jackson and Springfield	Detroit Southern R. R. Co.	110.94	69.26	7,683.70	7.16					Agreement.
131069	Columbus Junction (B. O.) and St. Marys	Toledo and Ohio Central Rwy. Co.	17.83	.....	762.23	6					
131070	Stanton and Georgetown	Cincinnati, Georgetown and Portsmouth R. R. Co.	42.86	97.47	4,128.82	12.50					
131071	Toledo, Ohio, and East St. Louis, Ill.	Toledo, St. Louis and Western R. R. Co.	450.30	146.21	65,838.86	16.21					
131072	Andover and Youngstown	Lake Shore and Michigan Southern Rwy. Co.	38.45	125.69	4,832.78	19					
131073	Bellaire and Zanesville	Ohio River and Western Rwy. Co.	112.21	72.68	8,155.42	11.08					
131074	Sharpsburg and Arnsdale	Maricetta, Columbus and Cleveland R. R. Co.	4	42.75	171.00	6					
131075	Lodi and Millersburg	Baltimore and Ohio R. R. Co.	37.85	42.75	1,584.71	6					
131076	Hillsboro and Sardinia	Norfolk and Western Rwy. Co.	20.45	42.75	876.62	12					
131077	Alliance and Bergholz	Lake Erie, Alliance and Wheeling R. R. Co.	35.96	57.29	2,060.14	12					
131078	Columbus and Corning	Toledo and Ohio Central Rwy. Co.	65.83	120.56	7,876.18	18					

		5.89	75.24	8,564.18	12			23.09 miles lap over 131068.
131066	Columbus and Alum Creek Junction (n. o.), Alum Creek Junction (n. o.) and Thurston.	23.59	16.24					
	Thurston and South Zanesville.	86.15	76.24	8,564.18	12			
	South Zanesville and Zanesville.	2.87	32.49					2.87 miles lap over 131029.
131070	Tontogany and North Baltimore.	18.92	47.03	889.80	18			
131071	Columbus Junction (n. o.) and Peoria.	41.07	64.96	2,668.72	7.45			
131072	Edison and Mount Gilead..	2.61	48.74	127.21	18			
131073	Cleveland and Zoar Station.	78.89	126.54	9,982.74	26.60			
131074	Logan and Pomeroy.....	84.06	101.76	8,652.08	18.08			
	(Jackson, Mich., and Franklin, Ohio.	206	91.49	19,297.86	10.39			
131076	Franklin and Cincinnati, Ohio.	39.46	13.68					Lap service over 131013.
131076	Akron, Ohio, and Newcastles Junction (n. o.), Pa.	80	187.26	14,980.00	19.20			
131077	Nelsonville and Monday Creek Junction (n. o.).	17.45	42.75	745.98	11.45			
131078	Cincinnati and Lebanon..	29.59	71.82	2,125.15	20.08			
131079	Newark and Columbus....	33.19	190.67	6,823.33	27.96	33	25.00	895.00 1 line 40 feet..
131080	Toledo and Martins Ferry..	220.64	83.79	18,457.42	6.51			
131081	Sedalia and Kingman.....	32.01		1,868.42	6			Agreement.
131082	Vacant.							
131083	Means and Cadiz.....	8.18	83.79	635.40	86			
131084	Logan and New Strasville.	13.80	47.08	625.49	13.06			
131086	Fultonham and Shawnee..	33.24	53.01	1,762.06	12			
131086	Alliance and Niles.....	27.86	59.00	1,648.74	9.50			
131087	Lancaster Junction (n. o.) and South Bloomingville.	74.45	42.76	963.25	12			
131088	Corning and Gallipolis....	74.45	83.79	6,283.16	13.82			
131089	Cleveland, Ohio, and Chicago, Ill.	333.97	92.84	31,800.43	13.86			
131090	Marion, Ohio, and Chicago, Ill.	270.96	213.76	57,917.70	17.97	270.25	50.00	13,512.50 1 line 60 feet..
131091	Toledo and Columbus.....	132.16	112.01	14,803.24	27.84			

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	OHIO—continued.										
131092	Canton and Sherrodsville..	Wheeling and Lake Erie R. R. Co.	48.80	\$66.69	\$3,221.12	10.72			Dollars.		
131093	New Galilee, Pa., and Lisbon, Ohio.....	Pittsburg, Lisbon and Western R. R. Co.	25.17	\$66.69	1,678.58	12					
131094	Maumee and Montpelier....	Wabash R. R. Co.	50.94		2,173.41	6	49.45 183	25.00 550	1,286.24	1 line 60 feet; 10 lines 60 feet; 2 lines 40 feet.	Agreement. Buffalo and Cleveland.
131095	{ Buffalo, N. Y., and Chicago, Ill.	Lake Shore and Michigan Southern Rwy. Co.	540	2,081.98	1,194,242.20	44.78	25.10 79.80 8.10	490 50 490	219,792.00	9 lines 60 feet; 1 line 50 feet.	Cleveland and Elyria.
131096	Marletta and Pales (n. o.)..	Marletta, Columbus and Cleveland R. R. Co.	44.77	\$66.85	2,979.48	12	142.80	345		2 half lines 60 feet.	Elyria and Millbury.
131097	St. Clairsville and Barton..	St. Clairsville and Northern Rwy.	4.43	42.75	189.38	12				1 line 50 feet.	Millbury and Toledo.
131098	Salem and Washington-Vacant.	Pittsburg, Lisbon and Western R. R. Co.	7.98	42.75	389.00	12				64 lines 60 feet; 1 line 50 feet.	Toledo and Elkhart.
131099	Vacant.	Ohio and Little Kanawha R. R. Co.	74.61	\$66.07	6,970.90	12	101.20	490		9 lines 60 feet; 1 line 50 feet.	Elkhart and Chicago.
131100	Zanesville and Marietta....										
131101	Vacant.										
131102	Killbuck and Trinway....	Cleveland, Akron and Columbus Rwy. Co.	34.13	42.75	1,459.06	6					
131103	Vacant.										
131104	Berghols and Piney Fork..	Lake Erie, Alliance and Wheeling R. R. Co.	22.10		944.77	6					Agreement.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	OHIO—continued.										
131144	Vacant.										
131145	Murray and Snow Fork	Hocking Valley Rwy. Co.	5.22	42.75	223.15	12.78			Dollars.		
131146	Junction (n. o.).		11,787.91		4,272,744.70				999,427.92		
	INDIANA.										
133001	Indianapolis and Vincennes	Pennsylvania Co.	116.98	109.44	12,802.29	12.60		460.00	107,865.50	84 lines 60 feet.	
133002	Indianapolis, Ind., and East St. Louis, Ill.	Terre Haute and Indian- apolis R. Co.	238.59	1,124.33	285,253.89	36.94				1 line 40 feet.	
133003	Cincinnati, Ohio, and Kan- sas, Mo.	Cleveland, Cincinnati, Chi- cago, and St. Louis Rwy. Co.	250.28	455.72	114,087.60	31.88		140.00	84,944.00	2 lines 60 feet.	
133004	Indianapolis and Michigan City.	Lake Erie and Western R. R. Co.	161.27	95.76	15,443.21	15.02				1 line 50 feet.	
133005	Michigan City and Monon...	Chicago, Indianapolis and Louisville Rwy. Co.	60	65.84	3,950.40	6					
133006	Mathews and Muncie	Chicago, Indiana and East- ern Rwy. Co.	15.81		675.87	6					
133007	Louisville, Ky., and Indian- apolis, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	111.44	213.75	23,820.30	29.57					
133008	Louisville, Ky., and Chi- cago, Ill.	Chicago, Indianapolis, and Louisville Rwy. Co.	324.03	245.39	79,513.72	21.88		50.00 140.00	24,157.50	2 lines 40 feet. 1 line 60 feet. 1 line 60 feet. 2 lines 40 feet.	Louisville, Ky., and Monon, Ind., Monon, Ind., and Chicago, Ill.
133009	Westport and Elkhorn	Southern Indiana Rwy. Co. ...	102.39	62.42	6,399.72	9.90					
133010	Cincinnati, Ohio, and East St. Louis, Ill.	Baltimore and Ohio South- western R. R. Co.	339.01	500.18	169,566.02	25.35		150.00	50,851.50	3 lines 60 feet.	
133011	Cambridge City and Medi- son.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	108.73	86.86	9,389.92	8.91					
133012	Evansville and Terre Haute.	Evansville and Terre Haute R. Co.	109	259.07	28,298.63	27		40.00	4,800.00	1 line 50 feet.	
133013	Terre Haute and South Bend.	Terre Haute and Logansport Rwy. Co.	182.70	125.69	22,963.56	14.17					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	INDIANA—continued.										
138042	Fort Wayne and Rushville.	Lake Erie and Western R. R. Co.	Miles. 107.88	Dollars. 96.76	Dollars. 10,880.56	12.77		Dollars.			
138043	Vacant.										
138044	Vacant.										
138045	Lawrenceburg Junction (n. o.) and Aurora.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	6.50	42.75	277.87	17.90					
138046	Vacant.										
138047	Attica and Covington.....	Wabash R. R. Co.	15.16	42.75	648.09	12					
138048	Louisville, Ky., and East St. Louis, Ill.	Southern Rwy. Co.	278.17	178.57	47,414.11	16.52					
138049	Greensburg and Columbus.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	27.29	42.75	1,166.64	9					
138050	Vacant.										
138051	Orleans and French Lick...	Chicago, Indianapolis and Louisville Rwy. Co.	18.43	65.64	1,213.43	20					
138052	Lincoln City and Cannellton.	Southern Rwy. Co.	23.09	59.85	1,381.93	18					
138053	Brazil and Saline City....	Evansville and Indianapolis R. R. Co.	12.14	42.75	518.96	6					
138054	Montpelier, Ohio, and New Haven, Ind.	Wabash R. R. Co.	43.73	201.78	8,823.83	41.55	43.20	75.00	3,240.00	14 lines 60 feet.	
138055	Cambridge City, Ind., and Valley Junction (n. o.).	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	63.78	78.66	5,016.93	12.87					
138056	Jeffersonville and Watson... Ohio.	Baltimore and Ohio Southern R. R. Co.	7.26	42.75	310.36	18.50					
138057	Momence, Ill., and Brazil, Ind.	Chicago and Eastern Illinois R. R. Co.	131.02	67.56	8,850.40	6					
138058	Geneseo, Ind., and Findley, Mich.	Lake Shore and Michigan Southern Rwy. Co.	36.58	48.74	1,782.90	12					
			46.67	12.83							46.67 miles lap over 138059.
138059	North Vernon and Watson. Watson and Jeffersonville. Jeffersonville, Ind., and Louisville, Ky.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	5.70	57.29	1,285.67	9					5.70 miles lap over 138060.
138060	Evansville and Newburg...	Evansville, Suburban and Newburg Rwy. Co.	3.83 10.91	93.20 42.75	466.40	21.50					

Lap over 188004.

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age no. ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ILLINOIS—continued.										
135012	Streator and Aurora.....	Chicago, Burlington and Quincy Rwy. Co.	60.59	Dollars, 131.67	Dollars, 7,977.88	12	Miles.....	Dollars.	Dollars.		
135013	Mendota and Fulton.....	do	66.15	88.92	5,882.05	11.12					
135014	Sterling and Shubbons.....	do	47.77	56.43	2,695.66	6					
135015	Chicago, Ill., and Daven- port, Iowa.	Chicago, Rock Island and Pacific Rwy. Co.	182.66	463.41	84,646.47	43.87	182.66	100.00	18,268.00	2 lines 60 feet.	
135016	Bureau and Peoria.....	do	47.33	173.57	8,215.05	19					
135017	Chicago and East St. Louis.	Chicago and Alton Rwy. Co.	290.46	436.91	122,535.77	41.41	290.46	140.00	39,284.40	2 lines 60 feet; 1 line 50 feet.	
135018	Bloomington and Rood- house.	do	110.95	135.09	14,988.23	21.17					
135019	Washington and Dwight....	do	68.10	97.47	6,637.70	17.29					
135020	Chicago and Cairo.....	Illinois Central R. R. Co.....	364.87	346.79	126,533.26	23.42	{ 54.49 198.30 58.73 56.89 }	{ 277.50 137.50 112.30 100.00 }	{ 54,098.35 }	{ 4 lines 60 feet; 1 line 50 feet; 14 lines 40 feet. 2 lines 60 feet; 14 lines 40 feet. 2 lines 60 feet; 1 line 40 feet. 2 lines 60 feet.	Chicago (Central Station) and Kan- kakee. Kankakee and Cen- tralia. Centralla and Car- bondale. Carbondale and Calro. Land grant. Dubuque, Iowa, and Freeport, Ill. Mendota and Cen- tralia. Land grant.
135021	Dubuque, Iowa, and Cen- tralia, Ill.	do	344.48	144.32	49,715.35	18.47	{ 68.87 211.99 }	{ 90.00 25.00 }	{ 11,498.05 }	{ 1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Agreement.
135022	Joliet, Ill., and Lake Ste- tion, Ind.	Michigan Central R. R. Co..	45.35	42.75	1,938.71	9.14					
135023	Alton and Edwardsville...	Illinois Terminal R. R. Co...	15.72		672.03	6					
135024	Peoria, Ill., and Evansville, Ind.	Illinois Central R. R. Co...	246.70	112.86	27,842.56	13					
135025	Hannibal, Mo., and Bluffs, Iowa.	Wabash R. R. Co.....	50.91	135.09	6,877.43	21	50.90	25.00	1,257.50	1 line 40 feet.	
135026	Efingham, Ill., and Switz City, Ind.	Illinois Central R. R. Co ...	91.04	72.68	6,616.78	7					
135027	Effner, Ind., and Keokuk, Iowa.	Toledo, Peoria and Western Rwy. Co.	223.70	109.44	24,481.72	15.60					

135028	Beechwood and Mound City	Illinois Central R. R. Co.	8.29	42.75	140.64	28	61.12	50.00	3,066.00	2 lines 40 feet.	East St. Louis and Pinckneyville, Ill. Agreement.
135029	Champaign and Havana	do	101.43	65.84	6,678.15	7.67					
135030	East St. Louis and Eldorado	do	121.14	156.03	19,264.89	17.52					
135031	Chester and Menard	Wabash, Chester and West- ern R. Co.	2.29		97.89	6					
135032	East St. Louis, Ill., and Evanston, Ind.	Louisville and Nashville R. Co.	161.90	260.78	42,220.28	17.15	161.90	80.00	12,852.00	2 lines 50 feet.	
135033	Beardstown and Shawnee- town.	Baltimore and Ohio South- western R. R. Co.	227.32	77.81	17,687.76	12					
135034	Springfield and Gilman	Illinois Central R. R. Co.	112.37	108.59	12,202.25	16.51					
135035	Chicago, Ill., and Milwau- kee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	85.39	1,466.33	126,206.91	51.58	85.39	325.00	27,751.75	6 lines 60 feet; 1 line 40 feet.	
135036	Aurora and Forreston	Chicago, Burlington and Quincy Rwy. Co.	79.64	154.76	12,325.08	18.94					
135037	Vincennes, Ind., and St. Francisville, Ill.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	10.95	77.81	862.01	18					
135038	Havana and Jacksonville	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	42.34	66.69	2,823.65	9.42					
135039	Murphyboro, Ill., and Cape Girardeau, Mo.	Illinois Central R. R. Co.	48.63	71.82	3,492.60	7					
135040	Peoria and Rock Island	Chicago, Rock Island and Pacific Rwy. Co.	92.23	99.18	9,147.37	15.50					
135041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy Rwy. Co.	19.11	129.96	2,488.53	17.96	18.63	25.00	465.75	1 line 40 feet.	
135042	Chicago, Ill., and Terre Haute, Ind.	Chicago and Eastern Illi- nois R. R. Co.	178.59	274.46	49,015.81	33.84	178.59	40.00	7,143.60	1 line 50 feet.	
135043	Streator and Fairbury	Wabash R. R. Co.	31.77	56.58	1,765.77	12					
135044	Danville and Marion	Chicago and Eastern Illi- nois R. R. Co.	214.29	77.81	16,673.90	7.42					
135045	Pinckneyville, Ill., and Pa- ducab, Ky.	Illinois Central R. R. Co.	105.23	147.92	15,565.62	17.95	31.64	50.00	1,582.00	2 lines 40 feet.	Pinckneyville and Carbondale, Ill.
135046	Jacksonville and Centralia	Jacksonville and St. Louis Rwy. Co.	111.59	58.14	6,457.84	6.70					Agreement.
135047	Lake Creek and Carbon- dale Junction (n. o.)	Illinois Central R. R. Co.	18.23		779.38	6					
135048	Terre Haute, Ind., and De- catur Junction (n. o.), Ill.	Terre Haute and Indianap- olis R. R. Co.	92.36	70.11							{15.11 miles lap over route 135021, land grant.
	Decatur Junction (n. o.), Ill., and Marion, Ill.		15.11	56.08	11,961.20	12					
135049	Peoria and Springfield	Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	86.16	70.11	8,587.34	15.25					
135050	Danville and Cairo	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	259.90	93.20	24,222.68	9.44					
135051	Ancona and Pekin	Atchafalpa, Topeka and Santa Fe Rwy. Co.	58.51	64.13	3,762.24	6					
135052	Cortland and Sycamore	Chicago and Northwestern Rwy. Co.	5.07	42.75	216.74	6					
135053	East St. Louis and Cairo	Mobile and Ohio R. R. Co.	152.40	171.86	26,191.46	16.18					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ILLINOIS—continued.										
135054	Chicago and Kirtledge (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	116.60	Dollars, 274.46	Dollars, 32,002.03	12	Miles, 116.60	Dollars, 80.00	Dollars, 9,328.00	2 lines 50 feet.	
135055	Decatur, Ill., and Indian- apolis, Ind.	Indiana, Decatur and West- ern Rwy. Co.	152.50	131.67	20,079.67	17.96					
135056	St. Charles and Aurora.....	Chicago and Northwestern Rwy. Co.	12.39	62.42	773.38	32.59					
135057	Rochelle and Rockford.....	Chicago, Burlington and Quincy Rwy. Co.	26.43	79.52	2,101.71	12					
135058	West Lebanon, Ind., and Leroy, Ill.	Illinois Central R. Co.....	74.99	53.87	4,089.71	6					
135059	Rock Island and Cable.....	Chicago, Rock Island and Pacific Rwy. Co.	27.52	55.58	1,529.56	16.82					
135060	Barnett and Kampsville.....	Quincy, Carrollton and St. Louis Rwy. Co.	52.65	49.59	2,610.91	6					
135061	Alton Junction (n. o.) and Chicago and Alton Junc- tion (n. o.).	Cleveland, Cincinnati, Chic- ago and St. Louis Rwy. Co.	4.20	62.42	262.16	35					
135062	Kankakee and Bloomington	Illinois Central R. Co.....	85.33	74.39	6,347.69	9.78					
135063	Shunway and Alamoct.....	Wabash R. Co.....	10.59	42.75	452.72	6					
135064	Remington and Kankakee Junction (n. o.).	Illinois Central R. Co.....	43.01	57.29	2,464.04	6					
135065	Sidney and Champlain.....	Wabash R. Co.....	12.22	43.61	532.91	15.69					
135066	Chicago and Effingham.....	do.....	213.70	143.64	30,695.87	17.96	153.30	25.00	3,632.50	1 line 40 feet.	Chicago and Bement.
135067	Havana and Galesburg.....	Fulton County Narrow Gauge Rwy. Co.	56.80	56.43	3,374.52	6					
135068	Peoria, Ill., and Oakalosa, Iowa.	Iowa Central Rwy. Co.....	186.50	113.72	21,549.94	12.74					
135069	Kankakee and Seneca.....	Cleveland, Cincinnati, Chic- ago and St. Louis Rwy. Co.	43.44	47.88	2,078.90	7.29					
135070	Galva and Gladstone.....	Chicago, Burlington and Quincy Rwy. Co.	74.48	82.08	6,113.31	12					
135071	Aurora and West Chicago.....	do.....	13.04	42.75	557.46	6					
135072	Elmwood and Buda.....	do.....	44.98	77.81	3,499.89	10.22					
135073	Oregon, Ill., and Minneapo- lis, Minn.	do.....	345.52	143.64	49,630.49	12.47					
135074	Varna and Lacon.....	Chicago and Alton Rwy. Co.	10.18	42.75	435.19	12					
135075	Mayville and Pittsfield.....	Wabash R. Co.....	6.73	65.84	443.10	32					

135117	Vacant.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.80	17.10	201.78	19				Lap service over route 135097.
135118	Vacant.	Rockford and Davis Junction (n. o.)				6				Agreement.
135119	Vacant.	Cincinnati, Indianapolis and Western Rwy. Co.	44.20		1,899.56	6				Do.
135120	Vacant.	Toledo, Peoria and Western Rwy. Co.	6.23	42.75	286.38	6				Do.
135121	Hamilton and Warsaw	St. Louis, Iron Mountain and Southern Rwy. Co.	66.58		2,846.29	6				Do.
135122	East St. Louis and Chester	Wabash R. R. Co.	2.14	67.55	144.55	31.50				Do.
135123	Edwardsville Junction (n. o.) and Edwardsville.	Illinois Central R. R. Co.	15.99		688.57	6				Lap over route 135046.
135124	Reevesville and Golconda.	Pawnee R. R. Co.	9.35	42.75	399.71	12				Do.
135125	Auburn and Pawnee	Quincy, Carrollton and St. Louis Rwy. Co.	6.82	17.96	122.48	6				Lap over route 135027.
135126	Litchfield and Barnett	Illinois Central R. R. Co.	4.84	82.94	401.42	47.50				Decatur and Bluffs.
135127	Sixty-seventh street, Chicago, and South Chicago.	do	1.64	71.82	117.78	43				
135128	Blue Island Junction (n. o.) and West Pullman.	Chicago and Eastern Illinois R. R. Co.	35.25	42.75	1,506.93	6				
135129	Rossville Junction (n. o.) and Sidell.	Chicago and Alton Rwy. Co.	11.75	28.22	331.58	15.50				
135130	Washington and Peoria	Illinois Central R. R. Co.	44.87	51.30	2,301.83	6				
135131	Springfield and Litchfield.	Chicago, Rock Island and Pacific Rwy. Co.	4.70	42.75	200.92	12				
135132	Preemption and Sherrard	Wabash R. R. Co.	151.30	170.15	25,748.69	22.64				
135133	Decatur and Quincy		10,667.18		2,234,012.24					
135134										
MICHIGAN.										
137001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	130.41	11,456.03	25.50				
137002	Monroe and Adrian	do	34	120.56	4,099.04	12				
137003	Adrian and Jackson	do	46.80	117.14	5,482.15	12				
137004	White Pigeon and Grand Rapids	do	95.08	148.77	14,146.06	13				
137005	Jonesville and Lansing	do	60	73.19	4,891.40	12				
137006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R. Co.	284.33	450.69	128,116.25	44.78				
137007	Kalamazoo and South Haven.	do	39.85	82.94	3,305.15	12				
137008	Jackson and Niles	do	104.44	122.27	12,769.87	12.99				
137009	Jackson and Bay City	do	36.92	152.19	15,166.48	21.94				
137010	Jackson and Grand Rapids.	do	94.49	169.29	15,996.21	19				

Land grant.

1 line 50 feet;
1 line 55
feet; 1 line
50 feet.Land grant. Landing
to Bay City, 75.42
miles.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MICHIGAN—continued.										
137011	Slocum Junction (n. o.) and Grosse Ile.	Michigan Central R. Co.	Miles. 2.80	Dollars. 42.75	Dollars. 119.70	12					
137012	Niles, Mich., and South Bend, Ind.	.....do.....	12.36	64.98	803.15	15					
137013	Detroit and Mackinaw.....	.....do.....	108.94 182.57	174.42 189.53	44,475.80 5,679.98	14.91 19.77					Land grant, Bay City to Mackinaw, 182.57 miles.
137014	Saginaw West Side and Caro.	.....do.....	34.42	165.02							Plymouth Junction (n. o.) and Saginaw.
137015	Toledo, Ohio, and Ludington, Mich.	Pere Marquette R. Co.	102.10 171.07	172.71 138.16	41,268.72	16.08	82.03	30.00	2,460.90	1 line 45 feet..	Land grant, Flint to Ludington, Mich., 171.07 miles.
137016	Stannett Junction (n. o.) and Big Rapids.	.....do.....	63.45	82.08	5,207.97	8.71					Lap service, Delray to Redford Junction (n. o.), 8.48 miles, over route 187022.
137017	Detroit and Howard City....	.....do.....	4.60 8.48 150.73	181.26 64.12 181.26	28,698.83	16.09					Land grant, Indiana to Michigan State line to Petoskey, Mich., 478.23 miles.
137018	Fort Wayne, Ind., and Mackinaw, Mich.	Grand Rapids and Indiana Rwy. Co.	54.52 278.29 35.54	169.29 135.43 169.29	82,985.06	20.56					Land grant, Toledo, Ohio, to Dundee, Mich., 22.40 miles, over route 187023.
137019	Toledo, Ohio, and Allegan, Mich.	Lake Shore and Michigan Southern Rwy. Co.	22.40 183.62	7.70 63.27	8,626.61	6					
137020	Toledo, Ohio, and Frankfort, Mich.	Ann Arbor R. Co.	291.48	126.54	36,883.87	16.28					
137021	Grand Rapids, Mich., and Lacrosse, Ind.	Pere Marquette R. R. Co.	152.91	184.39	28,500.89	20.98					
137022	Big Rapids and Holland....	.....do.....	91.47	81.23	7,430.10	15.29					
137023	Allegan and Holland.....	.....do.....	24.56	43.61	1,071.06	12					
137024	Ypsilanti and Hillsdale....	Lake Shore and Michigan Southern Rwy. Co.	62.68	64.13	4,019.66	6					
137025	Saginaw and Port Huron....	Pere Marquette R. Co.	90.57	129.11	11,693.49	18					
137026	Grand Rapids and Petoskey.	.....do.....	225.42	185.95	30,645.84	13.07					

[illegible]

Marquette to L'Anse,
62.74 miles, land
grant.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MICHIGAN—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
137057	Prescott and Emery Junction (n. o.)	Detroit and Mackinac Rwy. Co.	12.06	42.75	515.13	12					
137058	Naranta Station (n. o.) and Metropolitan	Chicago and Northwestern Rwy. Co.	36.20	42.75	1,547.55	6					
137059	Orono and Luther.....	Grand Rapids and Indiana Rwy. Co.	11.88	42.75	507.87	12					
137060	Port Huron and Almont.....	Pere Marquette R. R. Co.	34.60	71.82	2,484.97	12					
137061	Port Huron and Sand Beach.....	do.	18.95	56.14	1,101.75	12					
137062	Milwaukee Junction (n. o.) and West Detroit (n. o.)	Chicago, Detroit and Canada Grand Trunk Junction Rwy. Co.	4.64	48.74	226.15	12					
137063	Lawton and South Haven.....	Pere Marquette R. R. Co.	35.10	62.42	2,190.94	12					
137064	Pontiac and Cassville.....	Pontiac, Oxford and Northern R. R. Co.	100.68	83.79	8,435.97	12					
137065	Copemish and Arcadia.....	Arcadia and Betsey River Rwy. Co.	21.14	42.75	903.73	12					
137066	Williamsburg and Elk Rapids.....	Pere Marquette R. R. Co.	9.29	46.17	428.91	18					
137067	Houghton and Calumet.....	Mineral Range R. R. Co.	14.17	143.64	2,035.37	25					
137068	Hancock and Lake Linden.....	Hancock and Calumet R. R. Co.	11.66	65.84	767.69	19					
137069	Remus and Weidman.....	Pere Marquette R. R. Co.	13.48	42.75	576.27	6					
137070	Lowell and Elmdale.....	do.	6.70	42.75	286.42	15					
137071	Bessemer and Mellen.....	Wisconsin Central Rwy. Co.	33.62	57.29	1,926.08	26.50					
137072	Sault Ste. Marie and Soo Junction.....	Sault Ste. Marie and Sault Ste. Marie Rwy. Co.	47.44	82.08	3,893.87	12					
137073	Phoenician and Gladwin.....	Michigan Central R. R. Co.	28.02	45.32	1,269.86	12					
137074	Rodney and Chippewa Lake.....	Pere Marquette R. R. Co.	6.80	42.75	247.96	6					
137075	Grosvonts Junction (n. o.) and Fayette.	Lake Shore and Michigan Southern Rwy. Co.	25.21	63.27	1,595.03	12					
137076	Owasso and Muskegon.....	Toledo, Saginaw and Muskegon Rwy. Co.	21.66	16.25	8,844.56	9.84					(Lap service, Owasso to Ashley, 21.66 miles, over route 137020.)
137077	Kalamazoo and Woodbury.....	Chicago, Kalamazoo and Saginaw Rwy. Co.	96.43	88.07	3,337.64	12					

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	MICHIGAN—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		Agreement.
137107	Greenland Junction (n. o.) and Greenland.	Copper Range R. R. Co.....	2.74	.....	117.13	6	.....	.....	.....	.....	.....
137108	Grand Marais and Germ- fask.	Manistique Rwy. Co.....	41.10	42.75	1,757.02	6	.....	.....	.....	.....	.....
137109	Grayling and Lewiston	Michigan Central R. R. Co..	28.05	42.75	1,199.13	6	.....	.....	.....	.....	.....
137110	Peshigo, Wis., and Pem- bina, Mich.	Wisconsin and Michigan Rwy. Co.	48.65	42.75	2,079.78	7	.....	.....	.....	.....	.....
137111	Carsonville and Sanilac Center.	Sanilac R. R. Co.....	9.47	.....	404.84	6	.....	.....	.....	.....	Do.
137112	Coloma and Paw Paw Lake.	Benton Harbor, Coloma and Paw Paw Lake Train Rwy. Co.	2.75	.....	117.56	6	.....	.....	.....	.....	Do.
137113	Boyerne and Boyne Falls	Boyerne City and Southeast- ern R. R. Co.	7.31	42.75	312.50	12	.....	.....	.....	.....	.....
137114	Buffalo, N. Y., and Detroit, Mich.	Canada Southern Rwy. Co..	243.52	278.73	67,876.32	7	243.52	50.00	12,176.00	1 line 60 feet.	.....
137115	Bay Mills and Bay Mills Junction (n. o.).	Duluth, South Shore and Atlantic Rwy. Co.	2.25	.....	96.18	6	.....	.....	.....	.....	Do.
137116	Menominee, Mich., and Bag- ley Junction (n. o.), Wis.	Wisconsin and Michigan Rwy. Co.	8.70	13.68	119.01	7	.....	.....	.....	.....	Lap service over route 139057.
137117	Melva and Stormer.....	Manistee and Northeastern R. R. Co.	17.14	.....	782.73	6	.....	.....	.....	.....	Agreement.
137118	Rapid City and Stratford....	Pere Marquette R. R. Co....	33	.....	800.00	6	.....	.....	.....	.....	Do.
137119	Vacant.			.....							.....
137120	Vacant.			.....							Do.
137121	Vacant.			.....							Do.
137122	Vacant.			.....							Do.
137123	Keweenaw Bay and Alston.	Mineral Range R. R. Co.....	15.97	.....	682.71	6	.....	.....	.....	.....	Do.
137124	Vacant.			.....							Do.
137125	Owendale and Caro	Michigan Central R. R. Co..	21.49	.....	918.69	6	.....	.....	.....	.....	Do.
137126	Onaway and Tower	Detroit and Mackinac Rwy. Co.	4.05	.....	173.13	6	.....	.....	.....	.....	Do.
137127	Solon and Provenant	Manistee and Northeastern R. R. Co.	14.80	.....	682.70	6	.....	.....	.....	.....	Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	WISCONSIN—continued.										
139014	Winona Junction (n. o.) and La Crosse.	Chicago and Northwestern Rwy. Co.	Miles. 4.28	Dollars. 59.85	Dollars. 256.15	37			Dollars.		
139015	Stevens Point and Portage.	Wisconsin Central Rwy. Co.	71.77	60.88	4,369.35	6					Land grant.
139016	Milwaukee, Wis., and Cham- pion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.66	135.09	35,452.73	13.90	262.50	25.00	6,562.50	1 line 40 feet..	
							131.47	40.00		1 line 50 feet..	Rugby Junction (n. o.) and Stevens Point.
139017	Milwaukee and Ashland...	Wisconsin Central Rwy Co..	27.60 131.47 186.64	66.69 173.57 138.85	50,574.84	21.47	53.92	25.00	6,606.80	1 line 40 feet..	Stevens Point and Abbotsford. Lap service Milwan- kee to Rugby Junc- tion (n. o.), 27.60 miles, over route 139003. Land grant Stevens Point to Ashland, 186.64 miles.
139018	Milwaukee and Ashland...	Chicago and Northwestern Rwy. Co.	370.25	146.21	54,134.25	19.39					Agreement.
139019	Sheboygan and Princeton.	do.	80.15	64.98	5,208.14	8.22					
139020	Warren, Ill., and Shulls- burg, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	19.07	43.61	831.64	11.66					
139021	Calumet and Platteville.	do.	17.57	48.74	856.36	18					
139022	Laona and Wabeno.	Chicago and Northwestern Rwy. Co.	9.86		250.00	6					
139023	Madison and Portage.	Chicago, Milwaukee and St. Paul Rwy. Co.	37.49	82.94	3,109.42	12					
139024	Racine, Wis., and Rock Is- land, Ill.	do.	186.70	145.35	28,590.34	13.94	21.50	80.00	1,720.00	2 lines 50 feet.	Kittridge (n. o.) and Savanna, Ill.
139025	Gelena, Ill., and Montfort, Wis.	Chicago and Northwestern Rwy. Co.	48.15	90.63	4,363.83	6					
139026	Eau Claire and Chippewa Falls.	Wisconsin Central Rwy. Co..	11.30	60.71	686.02	23.50					
139027	Greenbay, Wis., and Wi- nona, Minn.	Green Bay and Western R. R. Co.	213.50	92.84	19,714.59	7.41					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	WISCONSIN—continued.										
139002	Afton and Janesville.....	Chicago and Northwestern Rwy. Co.	6.43	Dollars. 157.32	Dollars. 1,011.56	21.50	Miles.	Dollars.	Dollars.		
139003	Red Cedar Junction (n. o.) and Menomonee.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.24	42.75	694.26	6					
139004	Trempealeau and Galesville.	Chicago and Northwestern Rwy. Co.	7.78	53.01	412.41	13.50					
139005	Brandon and Markesan....	Chicago, Milwaukee and St. Paul Rwy. Co.	11.98	45.32	542.93	6					
139006	Tomah and Arpin.....	do.	53.81	42.75	2,300.37	6					
139007	Menomonee and Crivitz....	do.	22.46	42.75	961.02	13					
139008	Clintonville and Oconto....	Chicago and Northwestern Rwy. Co.	56.66	57.65	3,827.38	9.51					
139009	St. Paul, Minn., and Boundary Line (n. o.), Mich.	Minneapolis, St. Paul and Northern P. Rwy. Co.	490.81	153.06	75,118.47	13.01					
139010	Ansgo and Bryant.....	Sault Ste. Marie Rwy. Co.	9.07	42.75	387.74	6					
139011	Abbotsford, Wis., and Minneapolis, Minn.	Wisconsin Central Rwy. Co.	169.92	161.60	27,459.07	14					
139012	Wyville and Needah.....	Chicago and Northwestern Rwy. Co.	16.50	42.75	705.37	9					
139013	Tomahawk and Tomahawk Junction (n. o.).	Marquette, Tomahawk and Western Rwy. Co.	5.40	42.75	230.85	12					Agreement.
139014	Parish, Junction (n. o.) and Parish.	Chicago and Northwestern Rwy. Co.	4.59		198.22	6					Do.
139015	Baron and Ridgeland.....	Minneapolis, St. Paul and Northern P. Rwy. Co.	18.81		600.00	6					Land grant.
139016	Hunting and Big Falls....	Big Falls Rwy. Co.	6.67	42.75	285.14	6					Agreement.
139017	Ashland and South Superior.	Northern Pacific Rwy. Co.	68.42	52.67	3,608.68	7					
139018	Pratt Junction (n. o.) and Edgemoor.	Chicago and Northwestern Rwy. Co.	16.30	42.75	698.82	6					
139019	Pelican Lake and Crandon.	do.	18		769.50	6					
139020	Hurley and Pence.....	do.	5.72	42.75	244.53	6					
139021	Rockwaite and Montello.	Wisconsin Central Rwy. Co.	6.99	42.75	298.92	24					
139022	Abbotsford and Athens....	Abbotsford and Northeastern R. R. Co.	15.36	42.75	658.64	6					
139023	Fairchild and Mondovi....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	36.98	59.00	2,181.82	12					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
WISCONSIN—continued.											
139102	Elmwood and Weston.....	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	9.86	Dollars.	425.79	6	Miles.	Dollars.			Agreement.
139103	Hillsboro and Union Center.....	Hillsboro and Northeastern Rwy. Co.	4.80	.....	209.04	6	.....	.....			Do.
139104	Chippewa Falls and Hol- comb.....	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	29.30	.....	1,262.57	6	.....	.....			Do.
139105	Radisson Junction (n. o.) and Radisson.	.....do.....	34.60	.....	1,479.15	6	.....	.....			Do.
			5,492.28		1,123,683.02						
MINNESOTA.											
141001	(St. Paul, Minn., and Fargo, N. Dak.	Northern Pacific Rwy. Co....	10.44 74.38 23.86 34.05 108.55	331.74 414.66 331.74 414.66 331.74	92,186.93	19.67	250.75	90.00	22,570.20	(1 line 60 feet; 1 line 60 feet.	Land grant, St. Paul to Minneapolis, 10.44 miles; Watab to Little Falls, 23.86 miles; and Staples, Minn., to Fargo, N. Dak., 108.55 miles.
141002	Benson, Minn., and Water- town, S. Dak.	Great Northern Rwy. Co.....	92.69	51.30	4,754.99	6	.....	.....			Agreement.
141003	McKinley and Virginia....	Duluth and Iron Range R.R. Co.	7.05	.....	301.88	6	.....	.....			St. Paul to Minneap- olis.
			10.44	335.16							
			64.24	418.95							
			142.53	335.16							
141004	(St. Paul, Minn., and Fargo, N. Dak.	Great Northern Rwy. Co....	24.52	418.95	86,388.38	18.30	1.05	65.00	12,184.10	(1 line 60 feet; 1 line 60 feet.	Land grant, St. Paul to Minneapolis, 10.44 miles, and St. Cloud to Barnesville, 142.88 miles.

Sanborn, Minn., and Burt, Iowa.	Chicago and Northwestern Rwy. Co.	98.10	3,980.02	6	Agreement.
141005	Chicago and Northwestern Rwy. Co.	208.65	188.78		Minneapolis to Breckenridge, 1 line 60 feet; 1 line 50 feet.
141006	Great Northern Rwy. Co.	45.83	235.96	10.93	15,062.45
141007	Northern Pacific Rwy. Co.	152.34	155.27	16.96	
141008	St. Paul and Duluth, Stillwater and White Bear Lake.	12.62	68.14	45.63	
141009	Chicago, Milwaukee and St. Paul Rwy. Co.	100	142.27	12.59	
141010	Hastings and Ortonville.	203.08	161.42	12.07	
141011	Duluth and Staples.	147.95	99.18	15.19	
141012	Chicago, Milwaukee and St. Paul Rwy. Co.	11.40	132.69	13	
141013	Minneapolis, Minn., and La Crosse, Wis.	141.74	1,076.45	22	
141014	St. Peter, Minn., and Watertown, S. Dak.	184.14	106.07	11.95	
141015	Winona and St. Peter.	139.42	142.27	18.01	
141016	Sleepyeye and Redwood Falls.	25.98	48.74	12	
141017	Rochester and Zumbrota.	26.23	72.68	12	
141018	Chaffield and Plainview.	28.77	51.30	14.61	
141019	Mankato Junction (n. o.) and Mankato.	4.22	72.68	15.20	
141020	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	62.01	75.24	9.90	
141021	St. Paul, Minn., and Angus, Iowa.	271.93	177.84	17.38	
141022	West Wabasha (n. o.) and Zumbrota.	59.15	47.03	6	
141023	La Crosse, Wis., and Sioux Falls, S. Dak.	301.40	112.17	9.69	
141024	Mankato and Wells.	47.30	146.22	12	
141025	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	279.60	238.24	19.12	
141026	Great Northern Rwy. Co.	132.14	113.72	8.44	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MINNESOTA—continued.											
141027	Sillwater and Stillwater Junction (n. o.)	Chicago, St. Paul, Minneap- olis and Omaha Rwy. Co.	3.34	Dollars. 71.13	Dollars. 237.57	66	Miles.	Dollars.	Dollars.		Land grant.
141028	Heron Lake and Pipestone.	do.	55.48	51.80	2,846.12	10.77					
141029	Lake Crystal and Elmore.	do.	43.88	104.51	4,577.12	18					
141030	Lake Crystal and Elmore.	do.	28.35	42.75	1,213.24	6					
141031	Tracy, Minn., and Elkton, S. Dak.	Chicago and Northwestern Rwy. Co.	43.11	142.79	6,869.64	12					
141032	Reno and Preston.	Chicago, Milwaukee and St. Paul Rwy. Co.	57.64	66.69	3,844.01	6					
141033	Wyoming and Taylor Falls.	Northern Pacific Rwy. Co.	20.27	71.82	1,455.79	12					
141034	Worthing and Brown Valley.	Great Northern Rwy. Co.	47.17	58.43	2,661.89	6					
141035	West End Junction (n. o.) and Fond du Lac.	Northern Pacific Rwy. Co.	8.57	42.75	366.36	6					
141036	Carlton and Carlton.	do.	6.71	45.32	304.09	21					
141037	Minneapolis and Cologne.	Chicago, Milwaukee and St. Paul Rwy. Co.	32.69	247.10	8,077.69	13	32.60	66.00	2,119.00	1 line 60 feet; 1 line 40 feet.	Agreement. Do.
141038	Hopkins and Morton.	Chicago, Milwaukee and St. Paul Rwy. Co.	92.47	184.24	12,413.17	12.54					
141039	Cass Lake and Akeley.	Great Northern Rwy. Co.	31.24		937.20	6					
141040	Bushland and Coon Creek.	do.	56.66		2,422.22	6					
141041	Willmar and Sioux Falls.	Willmar and Sioux Falls Rwy. Co.	146.74	88.92	13,048.12	6					
141042	Wadena, Minn., and Wah- peton, N. Dak.	Northern Pacific Rwy. Co.	77.75	64.13	4,966.10	7					
141043	Iron and Eveleth.	Duluth, Missabe and North- western Rwy. Co.	5.02	42.75	214.60	6					
141044	Mendota and Minneapolis.	Chicago, Milwaukee and St. Paul Rwy. Co.	9.20	90.97	836.92	14					Land grant.
141045	Hastings and Stillwater.	do.	25.89	42.75	1,106.79	6.64					
141046	Brainerd and Morris.	Northern Pacific Rwy. Co.	30.13	61.56	8,577.91	8.05					Land grant. Reimbursed to Little Falls, 80.13 miles.
141047	Sault Center and Park Rapids.	Great Northern Rwy. Co.	91.90	68.40	6,285.96	6					
141048	Manitowish and Red Wing.	Wisconsin, Minnesota and Pacific R. Co.	95.15	63.27	6,020.14	6					
141049	St. Cloud and Hinckley.	Great Northern Rwy. Co.	68.29	77.81	5,313.64	10.40					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	MINNESOTA—continued.										Agreement.
141079	Worthington and Hard- wick.	Chicago, Rock Island and Pacific Rwy. Co.	Miles. 33.39	Dollars.	Dollars. 1,512.92	6		Dollars.			
141080	Allen Junction (n. o.) and Eveleth.	Duluth and Iron Range R. R. Co.	28.24	47.88	1,352.12	12					
141081	Duluth and Mount Iron...	Duluth, Missabe and North- ern Rwy. Co.	74.20	67.55	5,012.21	6					
141082	Hinckley and Duluth...	Great Northern Rwy. Co.	73.16	99.18	7,256.00	14.06					
141083	Red Lake Falls and Thief River Falls.	do.	13.35	42.75	784.46	6					
141084	Wolf (n. o.) and Virginia...	Duluth, Missabe and North- ern Rwy. Co.	6.55	46.17	302.41	12					
141085	Wolf (n. o.) and Hibbing...	do.	16.64	42.75	711.36	12					
141086	Elsworth, Minn., and Wa- tertown, S. Dak.	Chicago, Rock Island and Pacific Rwy. Co.	126.14	82.08	10,353.57	6					
141087	Brainerd and Walker...	Minnesota and Interna- tional Rwy. Co.	60.85	55.58	3,382.04	6					
141088	Lyle, Minn., and Manly, Iowa.	Chicago Great Western Rwy. Co.	20.39	42.75	871.67	6					
141089	Vacant.										
141090	Barnesville and St. Vincent.	Great Northern Rwy. Co.	172.69	114.23	19,726.87	6.73	81.41	25.00	2,085.25	1 line 40 feet..	Barnesville to Crook- ston. Land grant. Agreement.
141091	Walker and Bemidji...	Minnesota and Interna- tional Rwy. Co.	31.80	.....	890.40	6					
141092	Akeley and Park Rapids...	Great Northern Rwy. Co.	18.57	.....	793.86	6					Do.
141093	Albert Lea and Lyle...	Illinois Central R. R. Co.	26.35	.....	1,126.46	6					Do.
141094	Rochester and Simpson...	Wisconsin, Minn., and Pacific R. Co.	7.85	.....	335.56	6					Do.
141095	Owatonna, Minn., and Ger- mania, Iowa.	Chicago, Rock Island and Pacific Rwy. Co.	76.43	.....	3,274.65	6					Do.
141096	Bemidji and Blackduck...	Minnesota and Interna- tional Rwy. Co.	25.59	.....	1,098.97	6					Do.
141097	Austin and Lyle...	Chicago Great Western Rwy. Co.	11.99	.....	512.57	6					Do.
141098	Trosky and Jasper...	Chicago, Rock Island and Pacific Rwy. Co.	9.87	.....	296.10	6					Do.
141099	Evan and Marshall Junc- tion (n. o.).	Chicago and Northwestern Rwy. Co.	46.66	.....	1,994.71	6					Do.

141100	Owatonna and Minneapolis.	Chicago, Rock Island and Pacific Rwy. Co.	80.26	1,504.87	6					Agreement. Lap over 141009 between Cornus (n. o.) and Rosemont, Minn., and over 141013 between Newport and Minneapolis.
141101	Vacant.									Agreement. Do.
141102	Evansville and Tintah.	Great Northern Rwy. Co.	82.68	1,397.07	6					
141103	Pelican Rapids and Fergus Falls.	do.	22.89	987.17	6					
141104	Vacant.									Do.
141105	Zumbrota and Rochester.	Chicago Great Western Rwy. Co.	26.06	1,114.06	6					
	IOWA.		7,570.59	1,075,228.08					148,973.75	
143001	Burlington, Iowa, and Albert Lea, Minn.	Chicago, Rock Island and Pacific Rwy. Co.	253.45	56,293.50	18.79	97.30	65.00			Burlington to Cedar Rapids. Cedar Rapids to Vinton. Vinton to Albert Lea.
143002	Linn Junction and Decorah.	do.	121.32	11,825.06	7.40	23.70	90.00			1 line 40 feet; 1 line 50 feet; 2 lines 40 feet; 1 line 50 feet; 1 line 40 feet; 1 line 50 feet.
143003	Vinton, Iowa, and Sioux Falls, S. Dak.	do.	293.97	47,765.42	10.81	182.45	65.00			
143004	Thornburg and Whatcheer.	do.	4.62	197.50	12	238.12	25.00		7,823.00	1 line 40 feet.
143005	Burlington and U. P. Transfer (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	276.16	294,284.96	32.09	294.42	250.00		73,605.00	Land grant, Burlington to Pacific Junction (n. o.), 276.16 miles.
143006	Bethany Junction (n. o.), Iowa, and Grand City, Mo.	do.	45.68	2,968.28	6.34					
143007	Creston, Iowa, and Hopkins, Mo.	do.	44.99	6,385.43	14.22					
143008	Burlington, Iowa, and Carrollton, Mo.	do.	25.34	20,567.78	8.87					Lap service, Burlington to Viole, 25.34 miles; over route 143013.
143009	Villisca, Iowa, and Burlington Junction, Mo.	do.	36.62	3,535.22	8.95					
143010	Albia and Mason City.	Iowa Central Rwy. Co.	169.63	28,572.47	9.88	169	25.00		4,225.00	1 line 40 feet.
143011	Kirkman and Harlan.	Chicago and Northwestern Rwy. Co.	6.85	292.88	6					
143012	Clinton, Iowa, and Le-Croisse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	10.78 170.18	29,046.70 162.45	16.70	54.60	80.00		4,868.00	Agreement. Dubuque to North McGregor, Iowa. Land grant from near Dubuque to Tete Des Morte, 10.78 miles.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	IOWA—continued.										
143013	Stanwood and Tipton.....	Chicago and Northwestern Rwy. Co.	Miles. 8.84	Dollars. 57.29	Dollars. 506.44	15					
143014	Davenport and U. P. Trans- fer (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	317.98	297.98	66,107.18	27.06	317.80	100.00	31,780.00	2 lines 60 feet.	Land grant.
143015	Sumneret Junction (n. o.) and Indianola.....	do	6.53	51.30	384.98	12					
143016	Washington and Knoxville.....	do	78.74	69.26	5,453.53	6.94					
143017	Davenport, Iowa, and Leav- enworth, Kan.	do	385.72	173.57	66,270.92	13.62	259.02	25.00	6,475.50	1 line 40 feet.	Davenport, Iowa, to Altamont, Mo.
143018	Davenport and Maquoketa.	Chicago, Milwaukee and St. Paul Rwy. Co.	43.97	56.43	2,481.22	13.74					
143019	Keokuk and Des Moines....	Chicago, Rock Island and Pacific Rwy. Co.	166.26	116.28	19,382.71	14.82					
143020	Farley and Parilla.....	Chicago, Milwaukee and St. Paul Rwy. Co.	44.05	185.09	5,960.71	9.28					
143021	Dubuque and Sioux City....	Illinois Central R. Co.	327.27	167.58	54,843.90	16.78	325.94	65.00	21,251.10	1 line 50 feet. 1 line 40 feet.	Land grant.
143022	Mona Junction (n. o.), Iowa, and Lytle, Minn.	do	76.32	114.57	8,743.98	12					
143023	Beulah and Elkader.....	Chicago, Milwaukee and St. Paul Rwy. Co.	19.33	49.50	958.57	12					
143024	Clinton and Anamosa.....	Chicago and Northwestern Rwy. Co.	2.96 68.02 42.01	54.04 57.35 179.55	4,822.25	6					
143025	North McGregor, Iowa, and Canton, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	210.60 41.63	143.64 179.55	45,268.13	12.22	216.40 25.90	80.00 40.00	18,848.00	2 lines 50 feet. 1 line 50 feet.	Land grant, Clinton to Lyons, 2.86 miles. North McGregor to Spencer. Spencer to Sanborn, Iowa. Land grant, Calmar to Sheldon, Iowa, 210.60 miles.
143026	Conover and Decorah.....	do	9.32	147.05	1,370.59	18.50					
143027	Davenport and Jackson Junction.	do	103.79	114.57	17,619.72	9.60					
143028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	351.50	185.54	65,217.31	19.37	89.90 251.60	80.00 40.00	17,656.00	2 lines 50 feet. 1 line 50 feet.	Savanna, Ill., to Morton, Iowa. Morton to Union Pacific Transfer (n. o.), Iowa.

	Missouri Valley and City.	Chicago and Northwestern Rwy. Co.	75.68	289.86	21,985.84	28.39	5.66	130.00	6,989.20	Missouri Valley to St. Louis line 60 feet. 2 line 60 feet. 1 line 60 feet. 1 line 60 feet.	California to St. Louis City.
143029	Des Moines and Jewell.....	do. Rock Island and Pacific Rwy. Co.	59.12	195.80	11,575.69	30.59	89.28	90.00			
143030	Des Moines and Ruthven.....	do. Rock Island and Pacific Rwy. Co.	137.71	139.87	19,192.64	10.78					
143031	Grinnell and Montezuma.....	Iowa Central Rwy. Co.	17.47	83.87	941.10	12					
143032	Albia and Des Moines.....	Chicago, Burlington and Quincy Rwy. Co.	67.96	182.53	9,004.78	15.02					
143033	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	69.70	140.22	9,773.33	7.72					
143034	Burlington and Wash- ington.	Chicago, Burlington and Quincy Rwy. Co.	52.75	72.66	3,833.87	6					
143035	Newton and Monroe	Chicago, Rock Island and Pacific Rwy. Co.	17.61	42.75	752.82	12					
143036	Belmond and Algona.....	Iowa Central and Western Rwy. Co.	38.22	.....	1,633.90	6					Agreement.
143037	Maple River and Onawa.....	Chicago and Northwestern Rwy. Co.	81.36	184.24	10,921.76	13.39					
143038	Turkey River and West Union.	Chicago, Milwaukee and St. Paul Rwy. Co.	56.32	64.98	3,789.63	6					
143039	Waukon Junction and Waukon.	do.	23.02	63.27	1,454.47	12					
143040	Creston and Cumberland....	Chicago, Burlington and Quincy Rwy. Co.	47.45	69.26	3,286.38	12					
143041	Charlton and Indianola.....	do.	33.47	66.69	2,292.11	6					
143042	Wall Lake and Mondamin....	Chicago and Northwestern Rwy. Co.	71.66	.....	3,063.46	6					Do.
143043	Atlantic and Audubon.....	Chicago, Rock Island and Pacific Rwy. Co.	25.72	69.26	1,781.86	13					
143044	Harlan and Carson.....	do.	31.56	55.58	1,754.10	12					
143045	Des Moines and Fonda.....	Chicago, Milwaukee and St. Paul Rwy. Co.	114.12	99.18	11,315.42	12					
143046	Marion Iowa, and Kansas City, Mo.	do.	308.57	148.77	45,162.10	12.21					
143047	Ives and Iowa Junction (Creston and Jewell)	Chicago, Rock Island and Pacific Rwy. Co.	21.44	87.21	1,869.78	18					
143048	Belle Plaine and Mucha- kinock.	Chicago and Northwestern Rwy. Co.	64.76	72.68	4,708.75	7					
143049	Wall Lake and Mordile Sumner and Hampton	do.	80.16	94.91	7,607.98	12					
143050	Eagle Grove, Iowa, and El- more, Minn.	Chicago Great Western Rwy. Co.	64.24	74.39	4,778.81	13					
143051	Bellevue and Cascade.....	Chicago and Northwestern Rwy. Co.	66.50	82.94	5,515.51	11.82					
143052	Bellevue and Cascade.....	Chicago, Milwaukee and St. Paul Rwy. Co.	36.29	58.14	2,106.90	6					
143053	Atlantic and Griswold.....	Chicago, Rock Island and Pacific Rwy. Co.	15.18	47.88	728.81	12					Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
		IOWA—continued.					Miles.	Dollars.	Dollars.		
143065	Griswold, Iowa, and Nebraska City, Nebr.	Chicago, Burlington and Quincy Rwy. Co.	70.64	Dollars. 123.98	Dollars. 8,767.94	11.77					
143066	Wilson Junction (n.o.) and Cedar Falls.	Chicago Great Western Rwy. Co.	7.50	43.61	327.07	17					
143067	Dows and Armstrong.	Chicago, Rock Island and Pacific Rwy. Co.	91.74	78.66	7,216.26	12					
143068	Carson and Sidney.	Chicago, Burlington and Quincy Rwy. Co.	38.34	44.46	1,704.59	8.55					
143069	Menlo and Guthrie Center.	Chicago, Rock Island and Pacific Rwy. Co.	14.99	57.29	858.77	12					
143060	Harvey and Des Moines.	Wabash R. R. Co.	44.59	148.77	6,633.65	7	44.37	25.00	1,109.25	1 line 40 feet.	
143061	Fraser and Fraser Junction (n.o.).	Marshalltown and Dakota Rwy. Co.	4	42.75	171.00	6					
143062	Mount Zion and Keosauqua.	Chicago, Rock Island and Pacific Rwy. Co.	5.18	49.59	256.87	24					
143063	Clinton, Iowa, and Rock Island, Ill.	Davenport, Rock Island and Northwestern Rwy. Co.	37.05	67.55	1,083.32	6					Agreement.
143064	Fort Madison and Ottumwa.	Chicago, Burlington and Quincy Rwy. Co.	{ 55.35 15.27	{ 67.55 4.78	{ 3,811.88 }	6					15.27 miles lap service over route 143065, land grant.
143065	Muscatine and Montezuma.	Chicago, Rock Island and Pacific Rwy. Co.	88.26	92.34	8,149.92	18.80					
143066	Jewell and Carnarvon.	Chicago and Northwestern Rwy. Co.	73.68	142.79	10,520.76	12					
143067	Van Wert and Shenandoah.	Chicago, Burlington and Quincy Rwy. Co.	97.01	75.24	7,299.03	6					
143068	Newburg and State Center.	Iowa Central Rwy. Co.	26.92	42.75	1,150.83	6					
143069	Des Moines and Oelwein.	Chicago Great Western Rwy. Co.	182.01	137.66	18,172.49	20					
143070	Tama and Hawarden.	Chicago and Northwestern Rwy. Co.	243.44	165.02	40,172.46	12.92	243.20	25.00	6,080.00	1 line 40 feet.	
143071	Carroll and Kirkman.	do.	85.16	68.40	2,404.94	12.50					
143072	Clinton and Ives.	Chicago, Rock Island and Pacific Rwy. Co.	69.79	62.42	4,366.29	6					
143073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy Rwy. Co.	{ 3.30 2.21	{ 298.22 372.78	{ 1,807.96 }	27.50	5	50.00	250.00	1 line 60 feet.	Land grant, Pacific Junction to East Plattsmouth (n.o.), Iowa, 3.30 miles.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	IOWA—continued.						<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		Agreement.
143102	Armstrong and Estherville.	Chicago, Rock Island and Pacific Rwy. Co.	18.87	.....	806.69	6	.....	.....	.....	.....
143108	Des Moines, Iowa, and St. Joseph, Mo.	Chicago Great Western Rwy. Co.	157.40	138.88	20,994.01	20	.....	.....	.....	.....
143104	Fort Dodge and Lehigh....	Mason City and Fort Dodge R. R. Co.	14.84	42.75	634.41	6	.....	.....	.....	.....
143105	Vacant.										
143106	Tara and Fort Dodge.....	Chicago, Rock Island and Pacific Rwy. Co.	6.40	42.75	273.60	6	.....	.....	.....	.....
143107	Tara and Fort Dodge.....	Tabor and Northern Rwy. Co.	9.54	50.45	481.29	12	.....	.....	.....	.....
143108	Malvern and Tabor.....	Willmar and Sioux Falls Rwy. Co.	97.63	94.06	9,182.10	9.77	.....	.....	.....	.....
143109	Sioux City, Iowa, and Gar- retson, S. Dak.	Walsh R. R. Co.	51.82	.....	2,215.30	6	.....	.....	.....	.....	Do.
143110	Harvey and Monitton.....	Chicago, Rock Island and Pacific Rwy. Co.	31.96	42.75	1,866.29	6	.....	.....	1,290.00	1 line 40 feet.	Do.
143111	Davenport and Bennett.....	do.	.....	.....	.....	.....	.....	.....	.....	.....	Do.
143112	Sibley and Gowrie.....	do.	110.14	.....	4,708.48	6	.....	.....	.....	.....	Do.
143113	Stark (n. o.) and Buxton.....	Chicago and Northwestern Rwy. Co.	20.10	.....	600.00	6	.....	.....	.....	.....	Do.
143114	Oneida and Manchester.....	Manchester and Oneida Rwy. Co.	8.17	.....	349.26	6	.....	.....	.....	.....	Do.
143115	Moiville and Sergeant Bluff.	Chicago and Northwestern Rwy. Co.	20	.....	855.00	6	.....	.....	.....	.....	Do.
143116	Manly and Mason City.....	Chicago Great Western Rwy. Co.	10.06	.....	430.92	6	.....	.....	.....	.....	Do.
143117	Vacant.										
143118	Vacant.										
143119	Hampton and Clarion.....	do.	27.66	.....	1,182.03	6	.....	.....	.....	.....	Do.
143120	Vacant.										
143121	Mason City and Manly.....	Iowa Central Rwy. Co.	9.07	.....	387.74	6	.....	.....	.....	.....	Do.
143122	Iowa Falls and Cambridge.	Des Moines, Iowa Falls and Northern Rwy. Co.	51.67	.....	2,208.89	6	.....	.....	.....	.....	Do.
			8,670.89		1,808,831.86				217,763.05		

MISSOURI.	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy. Co.	{ 38.18 238.91	{ 754.50 945.63	{ 306,300.28 306,300.28	{ 2.89	{ 515.00	{ 90,424.20	{ 315.00 34.60	{ 3 lines 60 feet; 1 line 60 feet; 5 lines 60 feet; 1 line 50 feet; 1 line 40 feet; 5 lines 60 feet; 1 line 50 feet; 2 lines 40 feet.	St. Louis to Tower Grove (n. o.). Tower Grove (n. o.) to Pleasant Hill. Pleasant Hill to Kansas City, Land grant St. Louis to Pacific, Mo., 34.18 miles. Agreement.
145001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy. Co.	{ 38.18 238.91	{ 754.50 945.63	{ 306,300.28 306,300.28	{ 2.89	{ 515.00	{ 90,424.20	{ 315.00 34.60	{ 3 lines 60 feet; 1 line 60 feet; 5 lines 60 feet; 1 line 50 feet; 1 line 40 feet; 5 lines 60 feet; 1 line 50 feet; 2 lines 40 feet.	St. Louis to Tower Grove (n. o.). Tower Grove (n. o.) to Pleasant Hill. Pleasant Hill to Kansas City, Land grant St. Louis to Pacific, Mo., 34.18 miles. Agreement.
145002	Caruthersville, Mo., and Blytheville, Ark.	St. Louis Caruthersville and Memphis R. Co.	27.50	.....	825.00	6	.....	.....	.....	.....	St. Louis to Monett, Mo., 231.98 miles. Land grant, Pacific to Seneca, 292.42 miles. St. Louis to Moberly.
145003	St. Louis and Seneca	{ St. Louis and San Francisco R. Co.	{ 34.10 292.42	{ 806.09 244.87	{ 32,042.54 32,042.54	{ 231.98	{ 90.00	{ 25,573.70	{ 231.98	{ 1 line 60 feet; 1 line 50 feet.	St. Louis to Monett, Mo., 231.98 miles. Land grant, Pacific to Seneca, 292.42 miles. St. Louis to Moberly.
145004	St. Louis and Kansas City ..	Wabash R. R. Co.	276.71	435.64	134,331.44	31.17	.....	.....	.....	.....	Moberly to Brunswick.
145005	Quincy, Ill., and St. Joseph, Mo.	Chicago, Burlington and Quincy Rwy. Co.	{ 14.73 191.50	{ 276.17 250.93	{ 46,376.07 46,376.07	{ 170.92	{ 80.00	{ 13,573.60	{ 80.00	{ 2 lines 50 feet.	Brunswick to Kansas City.
145006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	.....do	192.44	316.35	60,878.39	29.30	.....	.....	.....	.....	Quincy, Ill., to Cameron, Mo., 170.92 miles. Land grant, Palmyra Junction (n. o.) to St. Joseph, Mo., 191.50 miles. Kansas City to Napoleon, Mo. Napier, Mo., to Union Pacific transfer (n. o.), Iowa. Moberly, Mo., to Moulton, Iowa.
145007	Moberly, Mo., and Ottumwa, Iowa.	Wabash R. R. Co.	131.08	185.54	24,311.30	14	.....	.....	.....	.....	Moberly, Mo., to Moulton, Iowa.
145008	Versailles and Booneville ..	Missouri Pacific Rwy. Co.	44.10	63.40	3,016.44	9.46	.....	.....	.....	.....
145009	Centralia and Columbia	Wabash R. R. Co.	22.12	38.20	2,061.58	21	.....	.....	.....	.....
145010	Kansas City and Cameron ..	Chicago, Burlington and Quincy Rwy. Co.	55.08	256.21	14,222.20	23.50	.....	.....	.....	.....
145011	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- portation. <i>Dollars</i>	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars. <i>Miles.</i>	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for railway post-office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
MISSOURI—continued.											
145012	St. Joseph and Henry	Atchison, Topeka and Santa Fe Rwy. Co.	73.37	58.26	5,061.60	9.41		<i>Dollars.</i>			
145013	Brunswick and Pattonsburg	Wabash R. R. Co.	80.17	218.88	17,547.60	13	79.57	40.00	3,182.80	1 line 50 feet.	
145014	Hannibal and Sedalia	Missouri, Kansas and Texas Rwy. Co.	144.07	144.50	20,816.11	15.86					
145015	Kearney, Iowa, and Van Wert, Iowa.	Chicago, Burlington and Quincy Rwy. Co.	148.31	126.54	18,767.14	12.72					
145016	Atchison, Kansas, and St. Joseph, Mo.	Missouri Pacific Rwy. Co....	22.90	21.38	489.60	24					
145017	Memphis, Tenn., and Fort Scott, Kans.	St. Louis and San Francisco R. R. Co.	385.30	174.42	67,204.02	14	385.30	25.00	9,682.50	1 line 40 feet.	
145018	Burlington, Iowa, and St. Louis, Mo.	Chicago, Burlington and Quincy Rwy. Co.	221.50	289.85	64,201.77	28.87	221.50	70.00	15,505.00	1 line 60 feet, 1 line 80 feet, 1 line 40 feet.	Lap service over route 145008.
145019	Quincy, Ill., and Pattons- burg, Mo.	Quincy, Omaha and Kansas City R. R. Co.	169.44	138.33	22,599.90	10.72					
145020	Pierce City and Joplin	St. Louis and San Francisco R. R. Co.	44.53	196.65	8,756.82	19.24					
145021	Mexico and Cedar City	R. R. Co.	50.34	71.82	3,615.41	8.91					
145022	Wann n. Co., Ill., and Kan- sas City, Mo.	Chicago and Alton Rwy. Co. do.	301.15	168.44	50,725.70	20.16					
145023	Cuba and Salem	St. Louis and San Francisco R. R. Co.	40.45	54.72	2,213.42	6					
145024	Redelia, Mo., and Paola, Kans.	St. Louis, Kansas and Texas Rwy. Co.	86.04	52.16	4,467.84	6					
145025	Crystal City and Glasgow	Wabash R. R. Co.	15.21	42.75	650.22	13					
145026	Crystal City and Siltco	Crystal Rwy. Co.	3.54	48.74	172.53	22.90					
145027	Calo, Ill., and Poplar Bluff, Mo.	St. Louis, Iron, Mountain and Southern Rwy. Co.	73.99	86.87	6,418.82	8.18					Land grant.
145028	St. Joseph and Hopkins	Chicago, Burlington and Quincy Rwy. Co.	59.70	138.51	8,269.04	14					
145029	Hannibal and Gilmore	St. Louis and Hannibal Rwy. Co.	85.62	78.66	6,734.86	12.78					
145030	St. Joseph and Rushville	Chicago, Burlington and Quincy Rwy. Co.	15.52	123.12	1,910.82	14					
145031	St. Genevieve and St. Marys.	Chester, Perryville and Ste. Genevieve Rwy. Co.	9.25	.....	395.44	6					Agreement.

145078	{ St. Joseph, Mo., and Leavenworth, Kans.	Chicago Great Western Rwy. Co.	{ 10.20 24 4.84	{ 62.41 112.86 17.96	{ 3,432.10 17	{ Lap over route 145012, St. Joseph to Bee Creek (n. o.), 10.20 miles. Lap over route 143017, Rev-erly Station, Mo., to Leavenworth, Kans., 5.15 miles.
145079	Campbell and Caruthersville.	St. Louis and Gulf Rwy. Co.	45.81	62.42	2,828.25	10.10
145080	Greenfield and Aurora.	St. Louis and San Francisco R. Co.	86.26	57.29	2,077.83	7.58
145081	Union and Belle.	St. Louis, Kansas City and Colorado R. Co.	45.90	.....	1,932.22	6
145082	Williamsville and Greenville.	Williamsville, Greenville and St. Louis Rwy. Co.	12.70	42.75	542.92	6
145083	Excelsior Springs Junction (n. o.) and Excelsior Springs.	Wabash R. Co.	9.05	42.75	386.88	14
145084	Rails Junction (n. o.) and Perry.	St. Louis and Hannibal Rwy. Co.	18.13	42.75	775.05	6
145085	Lake Junction (n. o.) and Ferrisburg.	Missouri Pacific Rwy. Co.	9	42.75	384.75	12
145086	Cape Girardeau and Gibbom.	St. Louis and Gulf Rwy. Co.	81.95	42.75	3,099.08	8.71
145087	Armour (n. o.), Mo., and Atchison, Kans.	Chicago, Burlington and Quincy Rwy. Co.	4.47	181.67	588.56	70
145088	East Leavenworth (n. o.), Mo., and Leavenworth, Kans.	.....do.....	2.99	94.05	224.77	63
145089	Zalma and Bloomfield.	St. Louis and Gulf Rwy. Co.	24.42	42.75	1,045.95	9.07
145090	Vacant.	Missouri, Kansas and Texas Rwy. Co.	{ 26.92 162.41	{ 12.82 92.94	{ 15,942.04 14	
145091	St. Louis and Franklin.	Missouri Pacific Rwy. Co.	41.98	.....	1,794.64	6
145092	Cole Junction (n. o.) and Boonville.	St. Louis, Memphis and Southeastern R. Co.	21.04	.....	600.00	6
145093	Portageville and Caruthersville.	.....do.....	67.95	.....	2,879.21	6
145094	Mingo, Mo., and Poca-	St. Louis and Gulf Rwy. Co.	25.27	42.75	1,080.29	9
145095	Montas, Ark.					
145096	Kennett, Mo., and Leach-					
145097	Ville, Ark.					
145098	Vacant.					
145099	Vacant.					
145100	Bridges and Aquilla.	.....do.....	2.06	42.75	88.06	14
145101	Webb City and Granby.	Fort Scott Central Rwy. Co.	21.72	.....	928.53	6
145102	Vacant.					
145103	Walker and Eldorado Springs.	Missouri, Kansas and Texas Rwy. Co.	14.88	51.30	768.84	20
145104	Lilbourn and Portageville.	St. Louis, Memphis and Southeastern Rwy. Co.	13.25	42.75	566.43	7

Agreement.

{ Lap service St. Louis to Texas Junction (n. o.), 24.92 miles, over route 145018.
Agreement.

Do.

Do.

Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	MISSOURI—continued.										
145104	Ferguson and Jennings.....	Wabash R. R. Co.....	Miles. 2.44	Dollars. 42.75	Dollars. 104.31	12					
146106	Hannibal and Moberly.....	.....do.....	70.71	14.68	1,027.41	7					
	ARKANSAS.										
147001	Memphis, Tenn., and Wiler, Ind. T.	Choctaw, Oklahoma and Gulf R. R. Co.	6,608.10	124.48 156.61	42,867.94	17.08					Lap-over route 145014.
147002	Helena and Clarendon.....	Arkansas Midland R. R. Co.	48.13	50.45	2,428.15	6					
147003	Little Rock and Fort Smith.	Little Rock and Fort Smith Rwy.	166.04	108.07	17,943.94	14					
147004	Tripp (n. o.) and Warren.....	St. Louis, Iron Mountain and Southern Rwy. Co.	49.21	59.00	2,908.99	7.62					
147006	Butterfield and Hot Springs.	Choctaw, Oklahoma and Gulf R. R. Co.	17.06	64.12	1,098.24	16.65					
147006	Brinkley and Jacksonport	.....do.....	56.54	42.75	2,417.08	7.50					
147007	Little Rock and Arkansas City.	St. Louis, Iron Mountain and Southern Rwy. Co.	113.93	135.09	15,380.80	16.16					
147008	White River Junction (n. o.) and Mount Olive.	.....do.....	41.84	.....	1,255.20	6					Agreement.
147009	Nashville and Hope.....	Arkansas and Louisiana Rwy. Co.	25.55	65.84	1,682.21	13					
147010	Gurdon and Eldorado.....	St. Louis, Iron Mountain and Southern Rwy. Co.	66.50	75.24	5,003.46	7					
147011	Kensett and Westpoint.....	Seary and Des Arcs R. R. Co.	8.30	42.75	141.07	6					
147012	Knobel and Helena.....	St. Louis, Iron Mountain and Southern Rwy. Co.	140.76	99.18	13,959.58	10.86					
147013	Soligman and Eureka Springs.	St. Louis and North Arkansas R. R. Co.	19.55	126.54	2,473.85	21.25					
147014	Newport and Cushman.....	St. Louis, Iron Mountain and Southern Rwy. Co.	41.80	82.94	3,468.89	11.08					
147015	McNeil and Magnolia.....	Louisiana and Northwest R. R. Co.	6.71	63.27	424.54	7					
147016	Russellville and Dardanelle	Dardanelle and Russellville Rwy. Co.	5.75	52.16	299.92	16					
147017	Smithton and Pike.....	Arkansas Southwestern Rwy. Co.	32.74	42.75	1,399.63	5					

{ Land grant, Bridge Siding (n. o.) to Little Rock, 132 miles.

147018	Rocky, Ark., and Grove, Ind. T.	St. Louis and San Francisco R. R. Co.	47.92	49.59	2,376.35	7.96			
147019	Fort Smith, Ark., and Springfield, Ind. T.	Kansas City Southern Rwy. Co.	16.18	42.75	691.69	24.50			
147020	Robroy and Beydel	Pine Bluff and Arkansas River Rwy.	24.33	42.75	1,040.10	6			Do.
147021	Harrison and Gilbert (n. o.)	St. Louis and North Arkansas R. Co.	34.88	.....	1,491.12	6			
147022	Deleville and Fairview	Ultima Thule, Philadelphia and Mississippi Rwy. Co.	17.05	42.75	728.88	6			
147023	Memphis, Tenn., and Bald Knob, Ark.	St. Louis, Iron Mountain and Southern Rwy. Co.	91.32	175.28	16,006.56	26.68			
147024	Jensen and Choctaw, Oklahoma, and Gulf Depot at Muskogee	St. Louis and San Francisco R. R. Co.	18.40	75.24	1,384.41	14			
147025	Fort Smith and Greenwood	St. Louis, Iron Mountain and Southern Rwy. Co.	18.98	45.32	837.90	12			
147026	Little Rock and Althelmer	St. Louis Southwestern Rwy. Co.	44.40	69.28	3,075.14	7			
147027	Saginaw Junction (n. o.) and Saginaw	Saginaw and Onondaga River Rwy. Co.	2.75	42.75	117.56	12			
147028	Brinkley and Pine City	Brinkley, Helena, and Indian Bay R. R. Co.	23.26	42.75	994.36	6			
147029	De Queen and Lockesburg	De Queen and Eastern R. R. Co.	12.88	.....	550.62	6			Do.
147030	Stuttgart and Gillett	St. Louis Southwestern Rwy. Co.	85.05	42.75	1,498.38	6			
147031	Hornersville, Mo., and Paragould, Ark.	Paragould Southeastern Rwy. Co.	22.15	42.75	946.91	10.50			
147032	Pettigrew and Fayetteville	St. Louis and San Francisco R. R. Co.	42.34	45.32	1,918.84	6			
147033	Lowell and Vinda	Monte Ne Rwy. Co.	5.03	.....	215.08	6			Do.
147034	Ashtown, Ark., and Durant, Ind. T.	St. Louis and San Francisco R. R. Co.	140.53	.....	6,007.65	6			Do.
147035	Wirtile and Gregory	Choctaw, Oklahoma and Gulf R. R. Co.	5.91	42.75	252.65	6			
147036	Luxora and Deckerville	St. Louis and San Francisco R. R. Co.	86.84	50.45	1,858.57	7			
147037	Vacant	St. Louis, Memphis and Southeastern R. R. Co.	15.10	54.72	826.27	13			
147038	Pocahontas and Hoxie	Louisiana and Northwest R. R. Co.	72.97	50.45	3,681.33	6.77			
147039	Vacant								
147040	Magnolia, Ark., and Blenleville, La.								
147041	St. Louis, Mo., and Texarkana, Ark.	St. Louis, Iron Mountain and Southern Rwy. Co.	{ 165.49 324.29	{ 677.16 541.72	{ 237,737.57 200.00	{ 42.76 482.98	{ 8 lines 60 feet; 2 lines 40 feet.		Oak Hill Junction (n. o.), Mo., to Texarkana, Ark. Land-grant Bluff, Mo., to Texarkana, Ark., 324.29 miles.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	ARKANSAS—continued.										
147042	Calto, Ill., and Texarkana, Ark.	St. Louis Southwestern Rwy. Co.	Miles. 425.02	Dollars. 148.77	Dollars. 68,280.22	13.24	Miles. 425.02	Dollars. 25.00	Dollars. 10,625.50	1 line 40 feet..	
147043	Vacant.										
147044	Vacant.										
147045	Luna Landing and Ham- burg.	Mississippi River, Hamburg and Western Rwy. Co.	39.10	44.46	1,788.88	7					
147046	Vacant.										
147047	Vacant.										
147048	Vacant.										
147049	Vacant.										
147050	Searcy and Des Arc	Searcy and Des Arc R. R. Co.	25.77	42.75	1,101.66	11.16					
147051	Paris and Fort Smith	Arkansas Central R. R. Co....	45.51	45.82	2,062.51	6					
147052	Benton and Hot Springs	Little Rock and Hot Springs Western R. R. Co.	30.50	135.95	4,146.47	27.50					
147054	Manila and Jonesboro	Western R. R. Co.	37.88	42.75	1,597.99	13					
147055	Freeman Station (n. o.) and Berryville.	Eastern R. R. Co.	3.13	42.75	133.80	21					
147056	Junction (n. o.) and Har- rison.	St. Louis and North Arkan- sas R. R. Co.	49.83	112.86	5,623.81	14					
147057	Little Rock and Benton	Choctaw, Oklahoma and Gulf R. R. Co.	26.59	57.29	1,523.84	17.50					
147058	Fayetteville and Lincoln ..	Ozark and Cherokee Central Rwy. Co.	20.79	42.75	888.77	6					
147059	Prescott and Belton	Prescott and Northwestern R. R. Co.	24.75	42.75	1,058.06	12					
147060	Blytheville and Luxora	St. Louis, Memphis and Southwestern R. R. Co.	12.00	.....	513.00	6					
147061	Waldron and Heavener	Arkansas Western R. R. Co.	32.01	.....	1,368.42	6					
147062	Lincoln, Ark., and Table- quah, Ind. T.	Ozark and Cherokee Central Rwy. Co.	48.03	.....	2,054.28	6					
147063	Drayton and New Edin- burg.	Saline River Rwy. Co	8.83	.....	356.10	6					
147064	Benton and Butterfield	Choctaw, Oklahoma and Gulf R. R. Co.	16.85	.....	720.83	6					

Agreement.

Do.

Do.

Do.

Do.

147065	Hamburg and Crossett.....	Mississippi River, Hamburg and Western Rwy. Co.	12.54	3,213.41	300.00	6	Do.
				587,825.92			
				107,221.50			
149001	McGehee, Ark., and Alexandria, La.	St. Louis, Iron Mountain and Southern Rwy. Co.	192.56	17,451.71	14		
149002	New Orleans, La., and Marshall, Tex.	Texas and Pacific Rwy. Co.	359.58	59,045.53	16.39		
149003	New Orleans (joint station) and Lafayette.	Morgan's Louisiana and Texas R. R. and Steamship Co.	145.82	50,399.14	21.58		1 line 50 feet; 1 line 40 feet.
149004	Raceland Junction (n. o.) and Raceland.	do	2.06	87.63	14		
149005	Vidalia and Jonesville	Natchez, Red River and Texas R. R. Co.	26	1,111.50	6		
149006	Clinton and Ethel.....	Vasco and Mississippi Valley R. R. Co.	8.75	374.08	12		
149007	Slaughter and Woodville.	do	41.96	2,439.55	8.72		
149008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific Rwy. Co.	174.29	28,008.02	14		1 line 40 feet.
149009	Thibodaux and Houma....	Morgan's Louisiana and Texas R. R. and Steamship Co.	19.99	974.31	14		
149010	Lafayette and Sabine River (n. o.)	Louisiana Western R. R. Co.	105.98	33,224.08	22.12		
149011	McManus and Jackson....	Jackson R. R. Co.	4.96	211.61	6		1 line 50 feet; 1 line 40 feet.
149012	Donaldsonville and Thibodaux.	Texas and Pacific Rwy. Co.	28.78	1,290.34	6		Agreement.
149013	Abbeville and Gueydan....	Louisiana Western R. R. Co.	24.30	1,033.82	6		Do.
149014	New Orleans and Pearl River.	East Louisiana R. R. Co.	35.80	1,557.44	13		33.80 miles lap over 139015.
149015	Pearl River and Covington.	do	24.17	55.58			
149016	Baldwin and Louis.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	16.33	655.35	7		
149017	Shreveport and Logansport.	Houston and Shreveport R. R. Co.	38.69	4,796.78	14		
149018	Cypress and Natchitoches.	do	11.65	637.48	14		
149019	Torras and New Roads.	Texas and Pacific Rwy. Co.	30.19	1,230.62	6		Agreement.
149020	New Orleans and Belair....	St. Louis Southwestern Rwy. Co.	62.82	4,209.71	8.42		
149021	Lafayette and Cheneyville.	Louisiana Southern R. R. Co.	29.49	1,256.85	6		
149022	Cheneyville and Alexandria.	Morgan's Louisiana and Texas R. R. and Steamship Co.	60.66	64.12	7		25.29 miles lap over 149002.
149023	New Iberia and Iberia and Vermilion Junction.	do	26.29	4,066.08			
		do	5.35	288.20	7		
		Texas and Pacific Rwy. Co.	19.90	850.72	6		Agreement.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Number of route.	State and termini.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	LOUISIANA—continued.										
149004	Algiers and Buras.....	New Orleans, Port Jackson and Grand Isle R. R. Co.	59.82	Dollars. 42.75	Dollars. 2,646.75	13			Dollars.		
149005	Arnaudville and Cade.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	31	42.75	1,325.25	7					
149006	Incline (n. o.) and Bastrop.	New Orleans and Northwestern R. R. Co.	99.19	53.87	5,348.37	7					
149007	De Quincy and Lake Charles.....	Kansas City Southern Rwy. Co.	22.81	42.75	975.12	7					
149008	Madisonville Junction (n. o.) and Mandeville.	East Louisiana R. R. Co.	12.84	42.75	527.53	7					
149009	Lake Charles and Alexandria.	St. Louis, Watkins and Gulf Rwy. Co. and Red River Valley Rwy. Co.	100.90	48.74	4,917.86	7					
149010	Shreveport and Alexandria.	Louisiana and Arkansas R. R.	123.22	54.72	6,742.59	7					
149011	Stamps, Ark., and Ashland.	Iberia and Vermillion R. R. Co. Orleans and Northwestern R. R. Co.	92.28	47.08	4,389.92	7.38					Agreement.
149012	Dwight and Vermillion Junction (n. o.) and Abbeville.	Texas and Pacific Rwy. Co.	16.54	49.59	820.21	7					
149013	White, Ark., and Bastrop.	do	17.65		529.50	6					
149014	Shreveport and Bunkie.....	do	25.79	52.16	1,345.20	10.11					
149015	Junction (n. o.) and Marksville.	do	9.04	44.46	401.91	7					
149016	Emile and Gueydan.....	Louisiana Western R. R. Co.	33.72	42.75	1,441.58	7					
149017	Natchez and Thibodaux.	Morgan's Louisiana and Texas R. R. and Steamship Co.	21.13	44.46	939.43	14					
149018	Estopinal and Poydras.....	Louisiana Southern Rwy. Co.	5.61	42.75	239.82	6					
149019	Texarkana, Ark., and Shreveport, La.	Texas and Pacific Rwy. Co.	75.61	42.75	3,232.82	7					
149040	Eldorado, Ark., and Winnfield, La.	Arkansas Southern R. R. Co.	99.97	53.87	5,385.38	14					
149041	New Roads and Baton Rouge Junction (n. o.)	Texas and Pacific Rwy. Co.	33.14	53.01	1,756.75	14					
149042	Natchez, Miss., and Incline (n. o.), La.	Natchez and Southern Rwy. Co.	3.06	53.87	165.91	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	TEXAS—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
150022	Whitesboro and Wichita Falls.	Missouri, Kansas and Texas Rwy. Co. of Texas.	104.40	80.37	8,380.62	8.06					
150023	Logansport and Houston.	Houston, East and West Texas Rwy. Co.	191.48	98.38	18,828.22	14					
150024	Conroe and Somerville.	Gulf, Colorado and Santa Fe Rwy. Co.	74.39	42.75	3,180.17	6.61					
150025	Texarkana, Ark., and Gatesville, Tex.	St. Louis Southwestern Rwy. Co. of Texas.	306.05	165.02	50,504.37	12.88					
150026	Georgetown and Round-rock.	International and Great Northern R. R. Co.	10.02	65.84	659.71	21					
150027	Fort Worth and Galveston.	Gulf, Colorado and Santa Fe Rwy. Co.	345.80	158.90	53,141.67	15.17					
150028	Denison and Smithville.	Missouri, Kansas and Texas Rwy. Co. of Texas.	308.84	176.13	54,385.96	20.77					
150029	Rockland and Beaumont.	Texas and New Orleans R. R. Co.	74.06	60.71	4,497.39	7					
150030	Dallas and Denton.	Missouri, Kansas and Texas Rwy. Co. of Texas.	37.75	69.26	2,614.56	7					
150031	Texola, Okla., and Amarillo, Tex.	Choctaw, Oklahoma and Texas R. R. Co.	113.71	42.75	4,861.10	6					
150032	Mineola and Troup.	International and Great Northern R. R. Co.	44.38	47.88	2,124.91	14					
150033	Kenedy and Corpus Christi.	San Antonio and Aransas Pass Rwy. Co.	88.62	86.36	7,653.22	10.42					
150034	Phelps and Huntsville.	International and Great Northern R. R. Co.	7.36	56.43	415.32	14					
150035	Paris and Weatherford.	Gulf, Colorado and Santa Fe Rwy. Co.	185.73	130.82	25,606.39	14.20					
150036	Rosenberg and Victoria.	New York, Texas and Mexican Rwy. Co.	92.12	97.47	8,978.98	7					
150037	Fort Worth and Texline.	Fort Worth and Denver City Rwy. Co.	452.99	131.67	59,645.19	8.51					
150038	Austin and Llano.	Houston and Texas Central R. R. Co.	99.77	83.79	8,359.72	7					
150039	San Antonio and El Paso.	Galveston, Harrisburg and San Antonio Rwy. Co.	615.61	132.53	81,586.79	7					
150040	Harwood and Gonzales.	do	12.55	42.75	536.51	7					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
TEXAS—continued.											
150069	Paris and Commerce.....	Texas Midland R. R.	38.23	87.21	9,872.58	14		Dollars.			14.80 miles lap service over route 150067.
150070	Commerce and Greenville .. Greenville and Ennis .. Beaumont and High Island ..	Gulf and Interstate Rwy Co. of Texas.	14.80 72.59 43.50	87.21 87.21 42.75	1,896.62	6					
150071	Victoria and Beeville	Gulf Western Texas and Pa- cific Rwy Co.	56.12	47.88	2,689.14	7					
150072	Fairland and Marble Falls.	Houston and Texas Central R. R. Co.	7.82	42.75	334.80	14					
150073	Whitesboro and Fort Worth	Texas and Pacific Rwy. Co. .	71.81	1.71	122.79	7					Lap service over route 150028.
150074	Austin Junction (n. o.) and Lockhart.	San Antonio and Aransas Pass Rwy. Co.	54.02	49.59	2,678.85	7					
150075	Waco and Stamford	Texas Central R. R. Co.	225.91	78.66	17,770.08	11.76					
150076	Waco and Yoakum	San Antonio and Aransas Pass Rwy. Co.	171.42	88.07	15,096.95	16.91					
150077	Skidmore and Alice	do	43.01	47.88	2,059.31	7					
150078	Wichita Falls and Seymour ..	Wichita Valley Rwy. Co.	62.08	61.56	3,206.04	6					
150079	Pecos and State Line (n. o.) ..	Pecos River R. R. Co.	54.67	42.75	2,337.14	7					
150080	Lampasas and Burnet	Houston and Texas Central R. R. Co.	23.77	.....	1,016.16	6					Agreement.
150081	Athens and Dallas	Texas and New Orleans R. R. Co.	76.89	58.01	4,049.43	11.47					
150082	Weatherford and Mineral wells.	Weatherford, Mineral Wells and Northwestern Rwy. Co.	22.95	64.98	1,491.29	14					
150083	Shreveport and Waskom	Missouri, Kansas, and Texas Rwy. Co. of Texas.	20.69	52.67	13,026.21	12.89					
150084	Waskom and McKinney	do	181.28	66.84	424.08	6					
150085	Egan and Cleburne	do	9.92	.....	1,162.80	6					20.69 miles land grant. Agreement.
150085	Laredo and Miners	Rio Grande and Eagle Pass Rwy. Co.	27.20	42.75	870.39	8.85					
150086	Anchor and Velasco	Velasco, Brazos and North- ern Rwy. Co.	20.86	42.75	808.83	14					
150087	Hearne and Stone City	Hearne and Brazos Valley R. R. Co.	18.92	42.75	822.51	7					
150088	Carthage and Timpson	Marshall, Timpson and Sa- bine Pass Rwy. Co.	19.24	42.75	14,509.69	14					
150089	Terrill, Ind. T., and Fort Worth, Tex.	Chicago, Rock Island and Texas Rwy. Co.	94.28	168.90							

150090	Marshall and Harleton	Texas Southern Rwy. Co.	16.88	42.75	719.48	6
150091	Wharton and Van Vleet	New York, Texas and Mexican Rwy. Co.	32.47	42.75	1,388.09	7
150092	Eagle Pass, Tex., and Clinton	Galveston, Hardibury and San Antonio Rwy. Co.	1.67	98.62	161.85	7
150093	Lampasas Junction (n. o.) and Lampasas	Gulf, Colorado and Santa Fe Rwy. Co.	1.17	.....	50.01	6
150094	Denison and Sherman	Missouri, Kansas and Texas Rwy. Co. of Texas	11.12	42.75	475.38	13
150095	Texhoma and Dalhart	Chicago, Rock Island and Mexico Rwy. Co.	51.32	182.97	9,390.02	7
150096	Houston and Smithville	Missouri, Kansas and Texas Rwy. Co. of Texas	115.15	106.88	12,307.23	14
150097	Waco and Bryan	International and Great Northern R. R. Co.	104.15	42.75	4,452.41	12.47
150098	Silabee and Conroe	Gulf, Colorado and Santa Fe Rwy. Co.	81.09	42.75	8,466.59	7
150099	Dalhart and State Line (n. o.)	Chicago, Rock Island and Mexico Rwy. Co.	41.32	178.70	7,388.88	7
150100	Bonham and Denison	Missouri, Kansas and Texas Rwy. Co. of Texas	29.92	42.75	1,279.08	7
150101	Hutchins and Lancaster	Houston and Texas Central R. R. Co.	5.12	42.75	218.88	17
150102	Mahl and Rockland	Texas and New Orleans R. R. Co.	56.89	42.75	2,482.04	7
150108	Sherman and Carrollton Carrollton and Joint Track Crossing (n. o.)	Red River, Texas and Southern Rwy. Co.	54.79 24.45	106.17 21.88	6,384.26	7
150104	Joint Track Crossing (n. o.) and Fort Worth	Texas and New Orleans R. R. Co.	6.45	15.39	1,796.78	6
150105	Athens and Jacksonville	Trinity Valley Southern R. R. Co.	42.08	.....	259.49	6
150106	Oakhurst and Dodge	R. Co.	6.07	.....	2,446.58	6
150107	Harleton and Winnboro	Texas Southern Rwy. Co.	57.23	.....	2,500.00	6
150108	Spring and Bryan	International and Great Northern R. R. Co.	78.71	.....	666.90	6
150108	Lufkin and Monterey	Texas and Louisiana R. R. Co.	22.23	.....	2,108.85	6
150109	Brownwood and Brady	Fort Worth and Rio Grande Rwy. Co.	49.83	.....	2,093.85	6
150110	Jasper and San Augustine	Gulf, Beaumont and Great Northern Rwy. Co.	47.33	.....	4,276.28	6
150111	Fort Worth and Waco	International and Great Northern R. R. Co.	100.08	.....	1,275,481.32	6
			10,709.80		84,829.55	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num-ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Author-ized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of rail-way post-office cars author-ized.	Remarks.
INDIAN TERRITORY.											
153001	Atoka and Coalgate.....	Missouri, Kansas and Texas Rwy. Co.	Miles. 14.49	Dollars. 86.14	Dollars. 842.44	28	Miles.	Dollars.	Dollars. .....	.....	.....
153002	Seneca, Mo., and Sapulpa, Ind. T.	St. Louis and San Francisco R. R. Co.	112.32	186.89	20,985.32	14	.....	.....	.....	.....	.....
153003	Caney, Kans., and Collinsville, Ind. T.	Atchison, Topeka and Santa Fe Rwy. Co.	50.17	45.32	2,273.70	11.28	.....	.....	.....	.....	.....
153004	Sapulpa, Ind. T., and Deni-son, Tex.	St. Louis and San Francisco R. R. Co.	199.44	149.62	30,197.96	14	.....	.....	.....	.....	9.30 miles lap service over route 150003.
153005	Denison and Sherman Tex. Fort Smith, Ark., and Col-leyville, Kans.	Kansas and Arkansas Val-ley Rwy. Co.	9.30 164.13	38.47 100.89	16,559.07	14	.....	.....	.....	.....	.....
153006	Wister, Ind. T., and Weath-erford, Okla.	Choctaw, Oklahoma and Gulf R. R. Co.	261.21	150.46	39,306.88	15.48	.....	.....	.....	.....	.....
153007	Baxter Springs, Kans., and Afton, Ind. T.	St. Louis and San Francisco R. R. Co.	29.06	117.14	3,404.08	14	.....	.....	.....	.....	.....
153008	Monett, Mo., and Paris, Tex.	.....do.....	302.80	194.09	58,770.45	17.70	.....	.....	.....	.....	.....
153009	Purcell, Ind. T., and Fort Worth, Tex.	Gulf, Colorado and Santa Fe Rwy. Co.	171.76	146.21	25,113.02	14	.....	.....	.....	.....	.....
			138.97	286.57	.....					
153010	Sedalia, Mo., and Parsons, Kans.	Missouri, Kansas and Texas Rwy. Co.	23.61 250.96	238.45 286.57	122,454.55	21.23	434.14	65.00	23,154.10	1 line 50 and 1 line 40 feet.	23.61 miles land grant.
153011	Parsons and Chetopa, Kans.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153012	Port Arthur, Tex.	Kansas City Southern Rwy. Co.	537.81	115.43	64,388.00	11.38	.....	.....	.....	.....	Agreement.
153013	Siloom Springs, Ark., and Coal Creek Junction (n.o.) and Weleetka.	Port Smith and Western R. R. Co.	100.32	.....	4,310.04	6	.....	.....	.....	.....	Do.
153014	Pauls Valley and Lindsey..	Gulf, Colorado and Santa Fe Rwy. Co.	24.35	.....	1,040.96	6	.....	.....	.....	.....	Do.
153015	Haileyville and Ardmore...	Choctaw, Oklahoma and Gulf R. R. Co.	117.75	.....	5,038.81	6	.....	.....	.....	.....	Do.
153016	Tablequah and Okmulgee...	Osark and Cherokee Central Rwy. Co.	75.91	.....	3,245.14	6	.....	.....	.....	.....	Do.
			2,624.85		397,875.44				85,700.35		

No.	Name	Station	Miles	Pay	Allowance	Total	Remarks	Do.
154001	Sapulpa, Ind. T., and Okla- homa, Okla.	St. Louis and San Francisco R. R. Co.	106.04	131.67	13,880.61	14		
154002	Tecumseh Junction (n. o.) and Tecumseh	Choctaw, Oklahoma and Gulf R. R. Co.	5.79	56.43	326.72	21		
154003	Arkansas City, Kans., and Purcell, Ind. T.	Chicago, Rock Island and Pacific Rwy. Co.	154.50	200.07	30,910.81	21.56	3,846.75	1 line 40 feet..
154004	Wellington, Kans., and Oklahoma and Texas	do	186.71	142.79	26,517.53	12.85		
154005	State Line (n. o.) Tecumseh and Asher	Choctaw, Oklahoma and Gulf R. R. Co.	19.76	.....	844.74	6		
154006	Hutchinson, Kans., and Ponca, Okla.	Atchison, Topeka and Santa Fe Rwy. Co.	145.84	70.11	10,189.78	8.10		
154007	Chickasha, Ind. T., and Mangum, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	98.68	118.86	11,728.11	8.31		
154008	Sayre and Texola	Choctaw, Oklahoma and Gulf R. R. Co.	22.58	.....	965.29	6		
154009	Wellington, Kans., and Tonkawa, Okla.	Atchison, Topeka and Santa Fe Rwy. Co.	43.02	68.40	2,942.56	13		
154010	Oklahoma and Lawton	St. Louis and San Francisco R. R. Co.	90.97	.....	3,888.96	6		
154011	Lawton and Faxon	Chicago, Rock Island and Pacific Rwy. Co.	17.02	.....	727.60	6		
154012	Billings and North End	do	26.60	48.74	1,296.48	6		
154013	Pawnee and Guthrie	Atchison, Topeka and Santa Fe Rwy. Co.	74.24	88.20	6,919.16	9		
154014	Seward and Cashion	do	11.28	61.56	694.39	12		
154015	Cashion and Kingfisher	Chicago, Rock Island and Pacific Rwy. Co.	16.82	57.29	968.61	12		
154016	Watonga and Choctaw Junction (n. o.)	do	6.80	.....	290.70	6		
154017	Alva and Geary	Choctaw, Oklahoma and Gulf R. R. Co.	104.44	71.82	7,500.88	7		
154018	Blackwell and Okeene	St. Louis and San Francisco R. R. Co.	81.04	50.45	4,088.46	7		
154019	Liberal, Kans., and Tex- homa, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	60.55	188.88	11,180.90	7		
154020	Anadarko and Lawton	do	36.55	87.21	3,187.52	7		
154021	End and Watonga	do	61.81	64.98	3,983.92	12		
154022	Weatherford and Sayre	Choctaw, Oklahoma and Gulf R. R. Co.	66.24	66.26	4,513.52	7		
154023	Anthony, Kans., and Inger- soll, Okla.	do	33.50	73.53	2,463.26	14		
154024	Balston and Pawnee	Atchison, Topeka and Santa Fe Rwy. Co.	18.39	.....	786.17	6		
154025	Gulf Junction (n. o.) and Anadarko	Chicago, Rock Island and Pacific Rwy. Co.	37.20	.....	1,590.80	6		
154026	Lawton and Waurika	do	41.62	.....	1,774.96	6		
154027	Okeene, Okla., and Vernon, Tex.	St. Louis and San Francisco R. R. Co.	172.16	.....	7,359.84	6		

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
OKLAHOMA—continued.											
154028	Enid and Marshall.....	Denver, Enid and Gulf R. R. Co.	Miles. 27.71	Dollars. 1,184.60	6			Dollars.			Agreement.
154029	Ripley and Cushing.....	Achison, Topeka and Santa Fe Rwy. Co.	11.53	492.90	6						Do.
154030	Lawton, Okla., and Quan- tah, Tex.	St. Louis and San Francisco R. R. Co.	94.96	4,060.89	6						Do.
KANSAS.											
155001	(Kansas City, Mo., and Den- ver, Colo.	Union Pacific R. R. Co.....	1,870.27		167,159.68				8,846.75		Kansas City to Ellis, Kansas.
155002	Lawrence and Leavenworth	do.	640.87	274.46	175,755.96	17.76	802.78	65.00	33,159.90	1 line 50 feet and 1 line	Ellis, Kansas, to Den- ver, Colo.
155003	Achison and Waterville...	Central Branch Rwy. Co....	34.86	44.46	1,527.64	6	886.96	40.00		40 feet.	Land grant.
155004	Lawrence and Coffeyville..	Achison, Topeka and Santa Fe Rwy. Co.	100.70	176.13	17,736.23	14				1 line 40 feet..	
155005	Cherryvale and Wellington.	do.	113.85	123.98	14,115.12	15.26					
155006	Holliday Junction (R. R.) and Gridley.	do.	101.14	180.41	18,246.66	17.12					
155007	St. Joseph, Mo., and Hast- ings, Neb., and Grand Island, Nebr.	St. Joseph and Grand Island Rwy. Co.	227.02	106.70	27,568.20	14.96					27.02 miles land grant.
155008	Kansas City, Mo., and Jop- lin, Mo.	St. Louis and San Francisco R. R. Co.	25.08	183.38	38,985.83	30.78	98.55	25.00	2,468.75	1 line 40 feet..	Kansas City to Fort Scott.
155009	Lawrence City and Parsons..	Missouri, Kansas and Texas Rwy. Co.	157.83	57.45	9,068.60	8.04					Land grant.
(Kansas City, Mo., and To- peka, Kansas)											
Nebraska and State Line											
State Line (R. R.) and La- Junta, Colo.											
155010		Achison, Topeka and Santa Fe Rwy. Co.	66.46	449.73	218,861.82	27.58	200.60	125.00	62,280.00	2 lines 60 and 1 line 40 feet. 2 lines 60 feet.	Kansas City, Mo., to Newton, Kansas. Newton to Hutchin- son, Kansas. Hutchinson to Lawrence, Kansas, to Lawrence, Colo. 420.04 miles land grant.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
KANSAS—continued.											
150041	Ottawa and Emporia.....	Atchison, Topeka and Santa Fe Rwy. Co.	Miles. 56.34	Dollars. 184.68	Dollars. 10,404.87	9.50		Dollars.			
150042	Wichita and Pratt.....	do									
150043	Weir City Junction (n. o.) and Mackie Station (n. o.)	St. Louis and San Francisco R. R. Co.	80.21	56.43	4,528.25	7.50					
150044	Lawrenceburg (n. o.) and Belleville.	Union Pacific R. R. Co.	7	82.94	580.58	28.40					
150045	Butler, Mo., and Madison, Kans.	do	17.34	42.75	741.28	9					
150046	Eldorado and McPherson.....	Kansas and Colorado Pacific Rwy. Co.	109.16	46.17	5,089.91	6					
150047	Alton and Stockton.....	do	62.32	42.75	2,664.18	6					
150048	Attica and Medicine Lodge.....	Roots County R. R. Co.	19.05	48.59	944.68	13					
150049	Beaumont, Kans., and Blackwell, Okla.	Atchison, Topeka and Santa Fe Rwy. Co.	21.58	49.59	1,070.15	12					
150050	Arkansas City and Anthony	St. Louis and San Francisco R. R. Co.	80.10	63.27	5,087.92	7					
150051	Wichita and Geneseo.....	Kansas Southwestern Rwy. Co.	61.27	48.74	2,986.29	9.68					
150052	Hutchinson and Kinsley.....	Kansas and Colorado Pacific Rwy. Co.	88.12	87.21	7,684.94	14					
150053	Independence and Cedar- vale.	Atchison, Topeka and Santa Fe Rwy. Co.	84.48	426.65	36,048.39	23.50	84.03	100.00	8,408.00	2 lines 60 feet.	
150054	(Kansas City, Mo., and Belt Junction (n. o.), Mo. Belt Junction (n. o.) and Grandview, Mo., and St. Louis Springs, Ark.)	do	55.06	56.43	3,107.08	13					
150055	Quememo and Osage City.....	Kansas City Southern Rwy. Co.	12	158.18							{ 11.55 miles lap serv- ice over 145056.
150056	Chetopa and Larned.....	Atchison, Topeka and Santa Fe Rwy. Co.	11.55	59.85	35,245.68	14.25					
150057	Salina and Oakley.....	Kansas and Colorado Pacific Rwy. Co.	206.45	158.18							
150058	Vacant.	Atchison, Topeka and Santa Fe Rwy. Co.	20.76	42.75	887.49	12					
150059	Great Bend and Scott.....	Kansas and Colorado Pacific Rwy. Co.	273.62	66.69	18,247.71	7.55					
150060	Topeka and Fort Scott.....	Union Pacific R. R. Co.	228.04	76.95	17,893.77	8.72					
		Atchison, Topeka and Santa Fe Rwy. Co.	121.31	44.46	5,393.44	6					
		Kansas and Colorado Pacific Rwy. Co.	180.42	47.03	6,133.65	6					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
KANSAS—continued.											
155093	Dexter and Arkansas City.	Kansas and Colorado Pacific Rwy. Co.	Miles. 26.31	Dollars. 42.75	Dollars. 1,124.75	7	Miles.	Dollars.			
155094	Warwick and Prosser.	Pacific Rwy. Co., in Nebraska.	72.61	42.75	3,104.07	6					
155095	Gypsum and Marquette.	Kansas and Colorado Pacific Rwy. Co.	27.51	111.15	3,067.73	14					
155096	Herington and Salina.	Chicago, Rock Island and Pacific Rwy. Co.	49.92	42.75	2,134.06	7					
155097	Vacant.										
155098	Manager Junction (n. o.)	Kansas City Northwestern R. R. Co.	12.53	43.61	546.43	13					
155099	and Leavenworth Sta- tion (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	67.35	366.79	24,703.30	34	67.35	90.00	6,061.50	1 line 50 feet; 2 lines 40 feet.	Lap service over route 155001.
155100	Kansas City and North To- peka Station (n. o.).	Missouri Pacific Rwy. Co.	29.66	42.75	1,267.96	6					
155101	Vacant.										
155102	Fort Scott and Cornell Sta- tion (n. o.).	Atchison, Topeka and Santa Fe Rwy. Co.	45.63	42.75	1,950.68	6					
155103	Hawthorn Station (n. o.) and Wilder Station (n. o.).	do	23.23	42.75	993.06	6					
155104	Abilene and Salina.	Chicago Great Western Rwy. Co.	13.28	60.70	1,895.16	21					13.28 miles lap serv- ice over 155099; 20.06 miles lap service over 155079.
155105	Manager Junction (n. o.) and Kansas City, Mo.	Leavenworth and Topeka Rwy. Co.	20.06	51.30	20.78	6					Lap service over 155026 which is land grant.
155106	Meriden Junction (n. o.) and Topeka.		10.19	2.04							
NEBRASKA.			9,817.02		1,370,481.76				123,626.25		
157001	Union Pacific Transfer (n. o.), Iowa, and Ogden, Utah.	Union Pacific R. R. Co.	1,008.28	1,132.02	1,136,733.02	25.72	518.41	225.00		4 lines 60 feet and 2 half lines 40 feet.	Union Pacific Trans- fer (n. o.), Iowa, to Cheyenne, Wyo. Cheyenne to Granger, Wyo. Granger, Wyo., to Og- den, Utah.
							338.29	150.00	181,993.75	2 lines 60 feet.	
							146.08	100.00		2 lines 60 feet.	

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	NEBRASKA—continued.										
157029	Hastings and Lester Junction (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	37.17	Dollars. 47.88	Dollars. 1,779.70	6		Dollars.			
157030	Kearney and Kearney	do.	24.68	47.08	1,160.70	12					
157031	Fairbury and Nelson	Chicago, Rock Island and Pacific Rwy. Co.	51.61	46.17	2,982.83	12					
157032	Republican City, Nebr., and Oberlin, Kans.	Chicago, Burlington and Quincy Rwy. Co.	78.73	46.17	3,634.96	6					
157033	St. Paul and Leup.	Union Pacific R. Co.	39.61	42.75	1,693.22	12					
157034	Verdigris, Nebr., and Bone-steel, S. Dak.	Chicago and Northwestern Rwy. Co.	67.69		2,993.74	6					Agreement.
157035	Chadron, Nebr., and Casper, Wyo.	do.	193.15	71.82	13,872.08	6					
157036	Lincoln, Nebr., and Edgemont, S. Dak.	Chicago, Burlington and Quincy Rwy. Co.	472.01	287.28	136,999.03	14.11	471.96	50.00	23,567.50	1 line 60 feet.	
157037	Fremont and Lincoln	Chicago and Northwestern Rwy. Co.	52.26	109.44	5,719.33	12.78					
157038	Omaha and Auburn	Missouri Pacific Rwy. Co.	80.96	70.11	5,669.09	7.02					
157039	Plattsmouth and Ashland	Chicago, Burlington and Quincy Rwy. Co.	80.97	311.22	9,638.43	16.44	4.80	50.00	215.00	1 line 60 feet.	Plattsmouth to Oreopolis Junction (n. o.).
157040	Union and Lincoln	Missouri Pacific Rwy. Co.	47.75	80.37	3,887.66	12					
157041	Scribner and Oakdale	Chicago and Northwestern Rwy. Co.	115.57	76.96	8,968.11	7.72					
157042	Holdrege, Nebr., and Cheyenne, Wyo.	Chicago, Burlington and Quincy Rwy. Co.	386.64	50.45	16,968.43	6.75					
157043	Dewitt and Holdrege	do.	138.26	71.82	9,929.63	6					
157044	Aurora and Hastings	do.	27.77	48.61	1,311.04	6					
157045	Fairfield and Stromsburg	do.	66.82	60.71	3,963.57	12					
157046	O'Leary, Nebr., and St. Francis, Kans.	do.	134.96	49.59	6,662.91	6					
157047	Vacant.										
157048	Aurora and Sargent	do.	109.25	61.56	6,725.43	6.88					
157049	Fairbury, Nebr., and Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy. Co.	451.04	200.07	90,889.78	14.43	94.44	25.00	2,361.00	1 line 40 feet.	Belleville to Phillipsburg.
157050	Omaha and Arlington	Chicago and Northwestern Rwy. Co.	28.76	162.45	4,672.06	13.50					
157051		do.									
157052	Platte River Junction (n. o.) and Hastings.	do.	120.01	76.10	9,132.76	6					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NORTH DAKOTA—continued.											
161018	Hankinson and Portal	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	342.89	Dollars. 186.39	Dollars. 63,911.26	7	Miles. 51.40	Dollars. 25.00	Dollars. 1,266.00	1 line 40 feet..	Hankinson to Ender- lin.
161019	Walpelton and Minlor	Northern Pacific Rwy. Co.	41.23	60.71	2,593.07	6	.....	.....	.....	.....	Agreement.
161020	Grafton and Walhalla	Great Northern Rwy. Co.	48.77	.....	2,084.91	6	.....	.....	.....	.....	Do.
161021	Oakes and Biernack	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	158.99	.....	6,796.82	6	.....	.....	.....	.....	Do.
161022	Ashley and Pollock	do.	50.60	.....	2,168.15	6	.....	.....	.....	.....	Do.
161023	Ashley and Washet	do.	19.63	.....	839.19	6	.....	.....	.....	.....	Do.
161024	Devils Lake and Stark- weather.	Farmers' Grain and Shipping Co.	24.09	.....	1,029.84	6	.....	.....	.....	.....	Do.
MONTANA.			4,183.15	.....	821,565.56	.....	.....	.....	108,870.15	.....	Do.
163001	Silverbow and Garrison	Northern Pacific Rwy. Co.	44.44	200.33	8,929.32	14	.....	.....	.....	.....	Do.
163002	Logan Station (n. o.) and Butte.	do.	72.22	218.08	15,746.12	14	71.14	25.00	1,778.50	1 line 40 feet..	Do.
163003	Whitehall and Alder	do.	45.16	63.27	1,980.59	6	.....	.....	.....	.....	Do.
163004	Drummond and Phillips- burg.	do.	26.50	.....	1,676.65	6	.....	.....	.....	.....	Do.
163005	Butte and Great Falls	Montana Central Rwy. Co.	173.48	135.09	23,435.41	14	.....	.....	.....	.....	Do.
163006	Lombard and Harlowton	Montana R. R. Co.	94.56	78.53	6,962.99	6	.....	.....	.....	.....	Do.
163007	Birds-eye and Marysville	Northern Pacific Rwy. Co.	13.96	42.76	6,597.64	6	.....	.....	.....	.....	Do.
163008	Missoula and Hamilton	do.	47.96	68.40	8,290.46	7	.....	.....	.....	.....	Do.
163009	Silverbow and Butte	do.	7.98	214.61	1,712.56	28	.....	.....	.....	.....	Do.
163010	Butte and Anaconda	Butte, Anaconda and Pa- cific Rwy. Co.	27.01	114.57	8,094.53	30.52	.....	.....	.....	.....	Do.
163011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co.	44.21	56.43	2,494.77	6.64	.....	.....	.....	.....	Do.
163012	Livingston and Cinnabar	do.	51.20	50.45	2,583.04	6	.....	.....	.....	.....	Do.
163013	Silesia Station (n. o.) and Bridger.	do.	19.36	42.75	827.64	6	.....	.....	.....	.....	Do.
163014	Missoula, Mont., and Spo- kane, Wash.	do.	257.88	243.50	62,798.78	21.63	257.49	25.00	6,487.25	1 line 40 feet..	All land grant.
163015	Great Falls and Nihart	Montana and Central Rwy. Co.	66.67	42.75	2,850.14	6	.....	.....	.....	.....	Do.

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903.—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	UTAH.										
189001	Garden and Frisco.....	Oregon Short Line R. R. Co.	Miles.	Dollars.	Dollars.	12.47					
189002	Grand Junction, Colo., and Garden, Utah.	Rio Grande Western Rwy. Co.	329.48	147.06	35,388.02	23.81			Dollars.		
189003	Garden and Silverton.....	Oregon Short Line R. R. Co.	390.34	155.61	60,740.80	14.87					
189004	West Jordan and Bingham Canyon.	Rio Grande Western Rwy. Co.	14.84	44.46	659.78	7					
189005	Salt Lake City and Stock- ton.	Oregon Short Line R. R. Co.	89.68	45.32	1,798.29	6					
189006	Provo City and Heber.....	Rio Grande Western Rwy. Co.	27.11	42.75	1,168.95	7					
189007	Cache Junction, Utah, and Prescott, Idaho.	Oregon Short Line R. R. Co.	42.65	63.27	2,698.46	9.55					
189008	Echo City and Park City....	Union Pacific R. R. Co.	28.33	43.61	1,235.47	7					
189009	Colton and Clear Creek.....	Rio Grande Western Rwy. Co.	21.66	42.75	925.96	6					
189010	Nephi and Mantl.....	San Pete Valley Rwy. Co.	43.32	42.75	1,851.93	6					
189011	Lehi Junction (n. o.) and Silver City.	Oregon Short Line R. R. Co.	53.93	46.17	2,499.94	7					
189012	Silver City Junction (n. o.) and Bureka.	do.....	3.41	42.75	145.77	14					
189013	Salt Lake City and Park City.	Rio Grande Western Rwy. Co.	35.48	54.72	1,941.46	7					
189014	Thistle and Marysville.....	do.....	183.05	80.37	10,693.22	7					
189015	Springville and Silver City.	do.....	47.03	47.03	2,117.76	7					
189016	Alford and Nevada Sta- tion (n. o.).	Utah and Pacific Rwy. Co.	75.82	66.69	6,066.43	7					
189017	Mounds (n. o.) and Sunny- side.	Rio Grande Western Rwy. Co.	17.06	42.75	729.31	6					
189018	Vacant.										
189019	Fairfield Station (n. o.) and Mercur.	Salt Lake and Mercur R. R. Co.	11.92	42.75	509.58	7					
189020	Mercur Junction (n. o.) and Robinson.	Oregon Short Line R. R. Co.	1.73	42.75	73.95	14					
189021	Vacant.										
189022	Utah (n. o.), Utah, and Callente, Nev.	Utah, Nevada and Califor- nia R. R. Co.	41.86	50.45	2,111.83	7					
			1,632.63		180,780.23						

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C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Auto- mated mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for all post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	WASHINGTON—continued.										
171016	Carbonado and Fairfax	Northern Pacific Rwy. Co.	Miles. 6.85	Dollars. 42.75	Dollars. 292.83	7			Dollars.		
171017	Wallula, Walla, Wash., and Pendleton, Oreg.	Oregon R. R. and Naviga- tion Co.	48.66	137.65	6,698.53	13					
171018	Seattle and Northend	Northern Pacific Rwy. Co.	59.97	81.23	4,871.36	8.75					
171019	Everett and Montecristo	MonteCristo Rwy. Co.	58.64	42.75	2,549.61	6					
171020	Washburnville and Sumas	Northern Pacific Rwy. Co.	102.15	100.89	10,305.91	10.65					
171021	Cheney and Coudes City	do	108.54	82.94	9,002.30	8.29					
171022	Spokane and Wallula	Oregon R. R. and Naviga- tion Co.	218.47	140.22	30,633.86	11.87					
	Spokane and Spokane Falls (n. o.)		13.83	34.20							Lap service 13.83 miles over route
171023	Spokane Falls and North- ern Junction (n. o.) and Boundary.	Spokane Falls and Northern Rwy. Co.	125.80	144.50	18,651.08	7	129.36	12.50	1,617.00	Half line 40 feet.	Spokane to North- port. Agreement.
171024	Kalama and Vancouver	Washington and Oregon Rwy. Co.	29.58		1,284.54	6					
171025	Hunts Junction (n. o.) and Mayton.	Washington and Columbia River Rwy. Co.	86.97	42.75	3,717.96	7					Do.
171026	Marcus and Boundary Line (n. o.)	Washington and Great Northern Rwy. Co.	27.80		1,188.45	6					Do.
171027	Deererville and Republic	do	33.52		1,492.98	6					
171028	Aberdeen Junction (n. o.) and Hoquiam.	Northern Pacific Rwy. Co.	6.88	61.56	423.53	14					
171029	Centralia and Ocoosa	do	66.69	96.62	6,443.58	7					
171030	Vacant.										
171031	Whatcom and Maple Falls	Bellingham Bay and British Columbia R. Co.	37.89	49.59	1,878.96	11.58					
171032	Lakeview and Gate	Northern Pacific Rwy. Co.	44.45	149.62	6,650.60	7					
171033	Port Townsend and Qul- cene.	Port Townsend Southern R. R. Co.	28.38	42.75	1,213.24	6					
171034	Vacant.										
171035	Cle Elum and Roslyn	Northern Pacific Rwy. Co.	8.71	42.75	158.60	13.5					
171036	Cosmopolis Junction (n. o.) and Cosmopolis.	do	1.64	42.75	70.11	14					
171037	Chetahale and Southend	do	38.31	47.88	2,791.88	6					
171038	Belmont and Farmington	do	6.15	42.75	262.91	6					
171039	Sauk and Anacortes	Great Northern Rwy. Co.	54.08	42.75	2,311.92	7.84					

C.—Railroad mail service and railway post-office cars as in operation June 30, 1903—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
CALIFORNIA—Continued.											
176033	Janestown and Angels Camp.	Sierra Rwy. Co. of California.	Miles. 20.30	Dollars. 20.30	Dollars. \$67.82	6		Dollars.			Agreement.
176034	Gilroy and Tres Pinos	Southern Pacific Co.	20.04	41.04	859.37	18.36					Land grant.
176035	Peters and Merced	do	66.46	64.96	3,865.66	8.87					
176036	South Valley Wharf (n. o.) and North Valley Wharf (n. o.).	do	1.56	61.55	104.70	20.50					
176037	Fort Bragg and Gracy	do	13.92		595.08	6					Agreement.
176038	Oceanside and Fallbrook	Southern California Rwy. Co.	21.41	42.75	915.27	6					
176039	Glennellen and Ignacio	California Northwestern Rwy. Co.	26.50	42.75	1,132.87	12.80					
176040	San Luis Obispo and Los Olivos	Pacific Coast Rwy. Co.	67.15	47.08	3,158.06	14					
176041	San Luis Obispo and Port Harford	do	11.35	42.75	485.21	7					
176042	Mojave and Needles	Atchison, Topeka and Santa Fe Rwy. Co.	240.61	209.98	50,823.28	39.59	169.30	25.00	4,232.50	1 line 40 feet.	Barstow to Needles, Cal. Land grant.
176043	Loell and Valley Springs	Southern Pacific Co.	27	70.11	1,892.97	14					
176044	Arata and Hydesville	Ed River and Eureka R. R. Co.	34.97	88.07	3,079.80	12.76					
176045	Felton and Boulder Creek	Southern Pacific Co.	8.45	42.75	361.23	16					
176046	Yreka and Hagerman	Yerks R. Co.	7.91	70.11	554.57	14					
176047	Streetcar Junction (n. o.) and Sunnyside	National City and Olay Rwy. Co.	4.70	42.75	200.92	6					
176048	Colinas and Sycamore	Colinas and Lake R. R. Co.	22.17	42.75	947.76	10.12					
176049	Campbell and New Alhambra	Southern Pacific Co.	12.94	42.75	553.18	7					
176050	Kramer and Johannesburg	Atchison, Topeka and Santa Fe Rwy. Co.	29.66	46.17	1,869.40	7					
176051	Surrey and Surf	Southern Pacific Co.	146.50	165.87	24,299.95	15.20	146.50	25.00	3,662.50	1 line 40 feet.	
176052	Truckee and Tahoe	Lake Tahoe Rwy. and Trans- portation Co.	15	42.75	641.25	7					
176053	Barstow and Los Angeles	Southern California Rwy. Co.	141.16	283.86	40,069.67	21.14	141.12	25.00	3,528.00	1 line 40 feet.	
176054	Bermuda and Raymond	Southern Pacific Co.	21.23	46.17	980.18	14					
176055	Highgrove and Orange	Southern California Rwy. Co.	71.82	81.23	2,953.29	13.93					
176056	San Bernardino and High- land Junction (n. o.)	do	25.89	61.23	2,062.42	14					
176057	Oceanside and Escondido	do	22.74	45.32	1,030.57	6					

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ALASKA.		PORTO RICO.		HAWAII.	
178001	Skagway and White Pass (n. o.).	19.79	112.01	2,216.67	7
178001	San Juan and Camuy.....	62.06		2,653.92	6
178002	Aguadilla and Mayaguez.....	29.03		1,241.08	6
178003	Ponce and Yauco	22.55		964.01	6
		113.66		4,868.96	
180001	Honolulu and Kahuku.....	71.30	42.75	3,048.07	12
180002	Waikuku and Paia	9.08	42.75	388.17	12 64
180003	Kahului and Spreckelsville ..	2.67		114.14	6
180004	Hilo and Kapoho.....	25			1
		108.05		3,550.38	

D.—Steamboat service in operation on June 30, 1903.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
MAINE.						
1075	Bar Harbor to Southwest Harbor.....	Maine Central R. R. Co., Geo. F. Evans, vice-president and general manager.	\$755.00	14	13	One way. } June 16 to Sept. 30.
1076	Islesboro to Belfast.....	G. D. Pendleton.....	960.00	16	12	Back. } 8 months.
1078	Rockland to Ellsworth.....	Rockland, Bluehill and Ellsworth Steamship Co., O. A. Pickett, president.	1,677.50	76.50	6	9 months.
1080	Rockland to Stonington.....	Eastern Steamship Co., Calvin Austin, vice-president and general manager.	680.00	28	6	June 1 to Sept. 30.
1081	Portland to Peak Island.....	Charles W. T. Goding.....	1,892.19	4.20	19	May 18 to Sept. 26. \$5 per round trip.
1084	Orrs Island to Portland.....	Isalah Daniels.....	1,551.65	19.25	12	June 16 to Sept. 30.
1085	Bath to Popham Beach.....	John H. Stacey.....	156.25	12.50	12	Oct. 1 to June 15.
1086	Bath to Boothbay Harbor.....	Eastern Steamboat Co., J. Edward Drake, agent.	1,800.00	15.88	6	July 1 to Sept. 15.
1087	Cranehaven to Rockland.....	William G. Butman.....	1,000.00	22	6	Sept. 16 to Sept. 30.
1089	Rockland to Swans Island.....	William S. White.....	4,500.00	38.50	6	3 months.
1092	Bar Harbor to Mount Desert Ferry.....	Maine Central R. R. Co., Geo. F. Evans, vice-president.	2,500.00	12	6	With 6 additional round trips per week over 14.50 miles, 9 months, and 6 additional trips per week over 12 months, 3 months.
1093	Bar Harbor Wharf to Winter Harbor.	Winter Harbor Transportation Co., Bedford E. Tracy, treasurer.	766.00	7.25	18	Do.
1094	Eastport to Lubec.....	Bion M. Pike.....	1,400.00	8	12	3 months.
1095	Kineo to Kineo.....	Amos H. Walker.....	693.61	28.50	12	1 month.
1096	Greenville Junction to Kineo.....	David T. Sanders.....	949.00	20	6	Mar. 20 to Nov. 25.
1098	Bemis to Barker (n. o.).....	F. C. Barker.....	353.12	16.25	12	May 16 to Nov. 15, with 6 additional trips per week, from June 21 to Sept. 30.
1099	Middle Dam to Upper Dam.....	Edwin F. Coburn.....	150.00	8	6	Oct. 1 to Oct. 15.
1100	Wilsons Mills to Camp Caribou.....	Henry W. Poor.....	370.66	35	6	May 20 to Sept. 30.
NEW HAMPSHIRE.						
2096	Aahland Railroad station (n. o.) to Sandwich Point (n. o.).....	Aquam Transportation Co., A. F. Fifield, general manager.	375.00	15	12	On 12 miles. } From June 15 to Sept. 15, 1903.
					6	On 15 miles. }
			21,629.98	408.46		

[illegible]

D.—Steamboat service in operation on June 30, 1903—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Number of trips per week.	Remarks.
	NEW YORK—continued.					
7099	Penn. Yan to Hammondport.....	Lake Keuka Navigation Co.....	<i>Do.</i>	<i>Miles.</i>	6	
7100	Brooklyn to Jersey City.....	Pennsylvania Annex.....	3,400.00	22.50 3.50	115	
	MARYLAND.		16,412.12	229.41		
13084	Pocomoke City to Snowhill.....	Worcester Steamboat Co., Oliver D. Collins, president, Snowhill, Worcester County, Md.	390.00	13	6	From June 1 to Sept. 15, each year.
13087	Baltimore to Tolchester Beach.....	The Tolchester Beach Improvement Co., of Kent County, Md., Wm. C. Ellason, president, Baltimore, Md.	475.00	28	6	From June 1 to Sept. 15, each year.
13088	Baltimore to Rockhall.....	Chester River Steamboat Co., of Baltimore, Md., George Warfield, president, Baltimore, Md.	350.00	30	6	From July 1 to Oct. 31, and 3 times a week from Nov. 1 to June 30, each year.
13089	Baltimore to Chestertown.....	do.	1,100.00	60	6	Do.
13090	Baltimore to Denton.....	Willard Thomson, vice-president and general manager Baltimore, Chesapeake and Atlantic Rwy. Co., Baltimore, Md.	2,399.09	158.94	6	
13091	Baltimore to Seaford (Del.).....	do.	1,428.78	144.50	3	From Mar. 1 to Dec. 31, and once a week from Jan. 1 to Feb. 28, each year.
13092	Baltimore to Salisbury.....	do.	1,500.00	149.25	3	With 4 additional round trips a week between Baltimore and Crisfield, 116 miles.
13093	Baltimore to Eues (n.o.), Va.....	do.	4,192.18	232	2	For 6 months.
13094	Baltimore to Freeport, Va.....	do.	3,600.00	219.50	2	On whole route.
13095	Baltimore to Westpoint, Va.....	Chesapeake Steamship Co. of Baltimore City, Reuben Foster, president, Baltimore, Md.	4,500.00	210.87	1	On 196.50 miles. 3 months.
13096	Baltimore to Benedict.....	The Weems Steamboat Co. of Baltimore City, Henry Williams, president, Baltimore, Md.	2,500.00	120	2	From May 1 to Oct. 31 of each year.
13097	Baltimore to Washington, D. C.....	do.	1,900.00	299.08	2	From Nov. 1 to Apr. 30, each year.
						From June 1 to December 31.
						From January 1 to May 31.
						Additional from June 1 to December 31, from Baltimore to Lewinstown, 153 miles.
						Additional June 1 to December 31, from Baltimore to Kinsale, 146.50 miles.

13098	Crisfield to Tangier.....	Alonso R. Horsey and Isaac H. Coulbaum, sureties, Crisfield, Somerset County, Md.	1,074.95	23	6
13099	Washington, D. C., to Norfolk, Va.....	Norfolk and Washington, D. C., Steamboat Co., by John Callahan, general manager, Seventh street wharf, Washington, D. C.	3,500.00	199.50	7
13100	Washington, D. C., to Glymont, Md....	E. S. Randall, No. 1100 Virginia avenue SW., Washington, D. C.	2,000.00	24.50	6
			30,900.00	1,902.14	
	VIRGINIA.				
14087	Fredericksburg to Norfolk.....	The Weems Steamboat Co. of Baltimore City, Henry Williams, president, Baltimore, Md.	348.00	82.50	3
14088	Norfolk to West Norfolk.....	Virginia Transportation Co., J. A. C. Groser, secretary and treasurer, 22 Bank street, Norfolk, Norfolk County, Va.	600.00	4	12
14090	Nassawadox to Broadwater.....	Peter Poppler, Pocomoke City, Worcester County, Md.	875.00	17.50	6
14091	Chincoteague Island to Bloomtown....	Peter J. Gillespie, Jr., Wabart, Accomac County, Va.	588.00	13	12
1 092	Norfolk to Smithfield.....	Old Dominion Steamship Co., W. L. Guilauden, president, Water and Church streets, Norfolk, Norfolk County, Va.	600.00	25	6
14093	Whitestone to Urbanna.....	James Arthur Bayton, Whitestone, Lancaster County, Va.	1,198.00	29.25	6
14094	Portsmouth to Cape Charles.....	William A. Patton, Philadelphia, Pa.....	14,971.62	36	13
14095	Newport News to Norfolk.....	H. E. Parker, Newport News, Warwick County, Va.	4,000.00	13	14
14096	Franklin City to Chincoteague Island.	William T. Marshall, Slinnickson, Accomac County, Va.	428.00	6	6
14097	Norfolk, Va., to Baltimore, Md.....	Baltimore Steam Packet Co., John R. Sherwood, vice-president and general manager, Baltimore, Md.	4,000.00	183.80	6
	(Norfolk to Fortress Monroe, supplying Mudjock, Williams, Shell, Hicks Wharf, Traders, Smiths Wharf (n. o.), and Wareneck.	Old Dominion Steamship Co., W. L. Guilauden, president, Norfolk, Norfolk County, Va., and 81 Beach street, New York, N. Y.	1,742.13	61.13	{ 6 3
14098					
14099	Norfolk to Richmond.....	The Virginia Navigation Co., Irvin Weisger, general manager, Richmond, Henrico County, Va.	4,000.00	168.94	3
14100	Frederickburg, Va., to Baltimore, Md., with branch from Tappahannock, Va., to Norfolk, Va.	The Weems Steamboat Co. of Baltimore City, Henry Williams, president, Baltimore, Md.	7,114.63	384.50	{ 2 1 41
			40,453.43	989.62	

Over 14.25 miles.
Over 43.88 miles.Over 73 miles.
Over 89 miles.
Over 202.50 miles.

D.—Seamboat service in operation on June 30, 1903—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	WEST VIRGINIA.					
16100	Creston to Palestine R. R. Sta. (n. o.).	I. K. Dye.....	Dollars. 545.00	Miles. 15	6	
	NORTH CAROLINA.					
18008	Columbia to Edenton	Norfolk and Southern R. R. Co., by M. K. King, general manager.	1,000.00	35	6	
18009	Manteo to Hatteras	Ignatius H. Scarborough.....	3,609.07	65.25	6	
18090	Beaufort to Ocracoke	W. S. Chadwick and J. B. Jones.....	4,134.00	48.37	6	
18092	Wilmington to Little River	Wilmington and Little River Transpor- tation Co., M. J. Corbett, president.	600.00	49	2	
18094	Plymouth to Edenton	Norfolk and Southern R. R. Co., by M. K. King, general manager.	1,500.00	16	6	
18095	Beaufort to Morehead City	Ivo, E. Jones, Jr.....	364.00	3	12	
18096	Elizabeth City to Newbern	Norfolk and Southern R. R. Co., by M. K. King, general manager.	1,500.00	174	3	
18098	Windsor to Plymouth	J. W. Branning.....	1,200.00	26	6	
18099	Wilmington to Southport	S. G. Proffit.....	1,460.00	25	6	
18100	Wilmington to Fayetteville	William S. Cook.....	600.00	99.50	2	
			15,987.07	541.12		
	SOUTH CAROLINA.					
20093	Beaufort to Hiltonhead	Chas. E. Danner.....	1,000.00	22.75	6	
20094	Georgetown to Santee	Wm. Chas. Ward.....	1,585.00	28.50	6	
20097	Edisto Island steamboat landing to Young Island.	Chas. H. Van Brockle.....	690.00	10	6	
20098	Wando to Charleston	N. Nelson.....	300.00	15	6	
20099	Charleston to Mount Pleasant steam- boat landing (n. o.).	Charleston Consolidated Railway, Gas and Electric Co., T. S. Hill, Jr., general manager.	1,000.00	2.91	20	
20100	Georgetown to Bucksville	Albert A. Springs.....	1,050.00	47	3	
			5,625.00	124.16		
	GEORGIA.					
21099	Brunswick to Cumberland	W. M. Tupper and H. H. Raymond	800.00	21	6	May 1 to Aug. 31.
21100	Brunswick to St. Simons Mills	Urbanus Dart.....	1,200.00	12	3	Sept. 1 to Apr. 30.
			2,000.00	33	12	

D.—Steamboat service in operation on June 30, 1903—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	TENNESSEE.					
27099	Johnsonville to Savannah.....	St. Louis and Tennessee River Packet Co.	Dollars. 2,389.00	Miles. 102.25	3	
	KENTUCKY.					
29098	Rumsey to Livermore R. R. station (n. o.).....	John P. Hines.....	600.00	10.25	12	
29099	Louisville to Evansville, Ind.....	Louisville and Evansville Mail Co., W. W. Hite, president, care of H. J. Finley, Washington, D. C.	10,500.00	227.10	6	
29100	Evansville to Paducah.....	Harry C. Gilbert.....	8,100.00	170	6	
	OHIO.					
31101	Detroit, Mich., to Sandusky, Ohio.....	E. A. Dustin.....	50.00	407.35	6	From June 15 to 30, 1903.
	MICHIGAN.					
37002	Charlevoix to St. James.....	Neil Gallagher.....	986.00	32	3	During navigation.
37003	St. Ignace to Charlevoix.....	Michael B. Murray.....	316.00	25.75	6	May 1 to Oct. 31.
37004	Traverse City to Northport.....	Harold Webb.....	383.00	39.50	6	Do.
37005	Macinaw to Mackinac Island.....	Island Transportation Co., L. R. Boynton, manager.	466.67	8.50	21	June 21 to Sept. 20.
37006	St. Ignace to Mackinac Island.....	Geo. T. Arnold.....	1,690.00	6	7	Apr. 15 to Nov. 30.
37007	Detroit to Sault Ste. Marie.....	Island Transportation Co., by C. W. Williams, general manager.	1,477.50	61	6	June 15 to June 30, 1903.
37012	South Haven, Mich., to Chicago, Ill.....	Dunkley Williams Co., by C. W. Williams, general manager.	29.68	80	7	Apr. 1 to Nov. 30.
37013	Detroit, Mich., to Cleveland, Ohio.....	Detroit and Cleveland Navigation Co., W. C. McMillan, general manager.	1,000.00	110	7	Apr. 1 to Nov. 30.
37014	Detroit to Algonac.....	(White Star Line, by A. Parker, president, C. F. Bledington and Milwaukee Transportation Co., by Gus Kitzinger, general manager.)	375.00	36	7	May 1 to June 15
37015	Manistee, Mich., to Milwaukee, Wis.....	Manistee, Bledington and Milwaukee Transportation Co., by Gus Kitzinger, general manager.	870.00	126	14	June 16 to June 30
			7,605.80	525.75	6	Apr. 24, to June 30.
	WISCONSIN.					
39001	Milwaukee, Wis., to Grand Haven, Mich.....	Crosby Transportation Co., E. G. Crosby, general manager.	1,600.00	85	6	May 1 to Oct. 31.

D.—Steamboat service in operation on June 30, 1903—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
WASHINGTON—continued.						
71074	Lakeside to Stehekin.	Ben F. Smith	Dollars. 1, 674.50	Miles. 58	3	6 months.
71075	Seattle (wharf) to Vancouver (wharf)	Western Steam Navigation Co. C. W. Cook, vice-president and general manager.	300.00	143	2 3	Do.
71076	Tacoma to Olympia	S. Willet's Steamship and Navigation Co., R. C. Foss, manager.	1, 200.00	42	6	Supplying Vega (n. o.) and Johnsons Point (n. o.), one way only.
71078	West Seattle to Seattle Steamboat Landing (n. o.)	J. W. Wallace	740.00	2.63	12	
71080	Olympia to Shelton	Thomas S. Tew	1, 800.00	22	6	
71081	Anacortes to Whatcom	Andrew Newhall	2, 252.72	100.25	3	
71082	Seattle to Whatcom	Pacific Navigation Co., Frank Woolsey, president.	3, 000.00	107.33	6	
71083	Seattle to Laconner	Lacourner Trading and Transportation Co., Joshua Green, president.	3, 985.00	79	6	
71085	Seattle to Poulsbo	Hansen Transportation Co., H. A. Hansen, president.	1, 100.00	32.50	6	
71086	Seattle to Union	John Rex Thompson	1, 400.00	92	3	
71087	Seattle to Port Townsend	Puget Sound Navigation Co., Chas. E. Peabody, president.	3, 750.00	65	6	7 times a week additional, omitting intermediate offices.
71088	Port Townsend to Hadlock	Loren B. Hastings	550.00	6.25	6	
71089	Port Townsend to Whatcom	Puget Sound Navigation Co., Chas. E. Peabody, president.	2, 708.78	117	3	
71090	Port Townsend to Neahbay	do	3, 202.94	106.75	6	To Port Angeles (43 miles); 3 times a week residue to East Clallam (47 miles) 6 months; and 4 times a week additional (gratuitous) Seattle to Port Angeles.
71091	Port Townsend to Connerville	Loren B. Hastings	607.00	10	6	
71092	Hoquiam to Damon	Arthur Benham	1, 500.00	18	3	
71093	Olympia to New Kamliche	Thomas S. Tew	1, 200.00	18	6	
71094	Tacoma to Seattle	Matthew McDowell	1, 507.10	46.72	6	
71095	Tacoma to Gig Harbor	Arda R. Hunt	625.00	12	6	
71096	Tacoma to Tacoma	Edward Lorenz	960.00	36.75	3	
71097	Tacoma to Allyn	Wm. Bradford	1, 400.00	54	3	
71098	Tacoma to Burton	F. W. Bibbins and C. E. Wiman	1, 750.00	12	6	
71099	Astoria (Oreg.) to Deep River	John Pickernell	800.00	19	3	Supplying Ballow one way only.
71100	Nahcotta to Southbend	Alfred W. Reed	2, 000.00	80	6	
				46, 218.11		
				1, 508.48		

D.—Steamboat service in operation on June 30, 1903—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Num-ber of trips per week.	Remarks.
	ALASKA—continued.					
78099	Seattle to Valdez.....	Pacific Packing and Navigation Co., T. B. McGovern, vice-president.	<i>Dollars.</i> 20,640.00	<i>Miles.</i> 1,947	.....	2 a month in close connection at Valdez with route No. 78100.
78100	Juneau to Unalaska.....	do.....	20,180.82	1,822	.....	1 a month, omitting Sitka on return trip.
			128,666.71	12,478		
	TERRITORY OF HAWAII.					
80081	San Francisco to Honolulu.....	Pacific Mail Steamship Co., R. P. Schwerin, vice-president and general manager.	10,000.00	2,100	.....	15 round trips per year.
80083	do.....	Toyoko Kisen Kaisha, Wm. H. Avery, gen-eral agent.	6,000.00	2,100	.....	Do.
80084	do.....	Occidental and Oriental Steamship Co., D. D. Stibos, general manager.	10,000.00	2,100	.....	Do.
80085	Pago Pago to San Francisco.....	Oceanic Steamship Co., John D. Spreckels, president.	7,000.00	4,370	.....	17 round trips per year.
80088	San Francisco to Honolulu.....	Interisland Steam Navigation Co. (Lim-ited), John Ema, president.	15,000.00	2,100	.....	1 trip every 3 weeks.
80089	Honolulu to Waimea.....	do.....	2,500.00	125	1	
80092	Honolulu to Honolulu Landing (n. o.).....	do.....	1,250.00	157	.....	Twice a month or more.
80093	Honolulu to Hanalei.....	do.....	750.00	127	1	Or more.
80094	Honolulu to Hanalei.....	Wilders' Steamship Co., C. L. Wright, president.	8,000.00	144	1	
80095	Honolulu to Kalaupapa.....	do.....	1,500.00	108	1	
80096	Honolulu to Hilo.....	do.....	6,000.00	229	1	
80099	Honolulu to Nawiliwili Landing (n. o.).....	Interisland Steam Navigation Co. (Lim-ited), John Ema, president.	1,500.00	98	1	
80100	Honolulu to Honolulu.....	do.....	4,500.00	225	.....	3 times per month.
			69,000.00	13,981		

E.—Regulation, screen, or other wagon service in operation June 30, 1903.

Route No.	City or town.	Contractor.	Length.	Annual travel.	Annual Pay.
	MAINE.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
401001	Lewistown and Auburn.	George W. Ross	3.03	10,158.85	1,490.00
401002	Portland	Ira Clay	2.62	24,015.56	4,250.00
			5.65	34,174.41	5,740.00
	NEW HAMPSHIRE.				
402001	Concord	George W. Waters	1.14	6,500.96	1,500.00
402002	Dover	Michael McCone .....	.38	2,675.96	795.00
402003	Manchester	Urbain Gellinas .....	.70	7,063.30	897.50
402004	Portsmouth	Joseph Hett	1.03	4,480.64	1,225.00
			3.25	20,740.85	4,417.50
	VERMONT.				
403001	Burlington	Hoyt E. Salls	1.11	3,661.92	900.00
403002	Rutland	Walter R. Candlish .....	.50	1,481.48	749.00
			1.61	5,143.40	1,649.00
	MASSACHUSETTS.				
404001	Boston	Henry P. Brown	6.68	69,383.87	24,980.00
404004	Fall River	Daniel Ratcliffe	1.03	8,804.90	965.00
404006	Fitchburg	Arthur E. Harris .....	.28	2,585.24	884.00
404006	Lowell	Morse Coach Co., by E. H. Morse, Treas. ....	.45	7,900.85	1,700.00
404007	Lynn	Joseph Edward Armitage .....	.35	5,513.55	1,236.00
404008	Springfield	Phelps Publishing Co., Herbert Wyrich, Pres. ....	.25	5,631.25	2,174.00
404009	Worcester	Ernest St. Onge	1.32	21,268.84	3,496.50
404012	Taunton	Frank P. Brennan ^a .....	.37	4,001.92	800.00
404013	Gardner	Frank E. Blackmer ^a	1.22	7,989.36	824.00
404014	Boston	American Pneumatic Service Co. ^a .....	.87	21,826.56	6,800.00
404015	Lynn	Joseph Edward Armitage ^a	1.48	4,364.88	1,200.00
404016	Pittsfield	Roscoe H. Blanchard ^a .....	.26	5,157.60	750.00
404017	Boston	American Pneumatic Service Co. ^a .....	.69	1,600.56	5,284.00
			15.25	165,358.88	51,063.50
	RHODE ISLAND.				
405001	Providence	T. M. Adams	7.50	27,769.60	3,744.00
	CONNECTICUT.				
406001	Bridgeport	Orrin Oakley	1.50	4,315.99	1,187.00
406002	Hartford	E. H. Ryan	1.68	14,766.83	2,870.00
406008	New Haven	Peter A. Egan .....	.75	12,435.00	2,282.00
406004	Waterbury	W. M. Coffin	1.12	5,704.78	1,190.00
406006	Norwalk and South Norwalk	Frank J. Bradbury	2.00	15,562.24	1,200.00
406006	Norwich	Joseph N. Phillips .....	.80	3,611.60	1,150.00
			7.85	56,416.44	9,329.00
	NEW YORK.				
407001	Albany	Jonas Keenholts .....	.92	8,928.59	2,990.00
407002	Auburn	George A. Metzger	1.10	4,483.60	787.00
407003	Binghamton	Archie E. Morton	1.11	5,436.85	1,144.00
407004	Brooklyn	William J. Plant	4.52	41,621.60	10,674.90
407006	Buffalo	James A. Love	10.87	53,696.44	6,568.00
407006	Elmira	Thurlow W. Cleveland	3.10	13,249.56	1,782.00
407007	Geneva	Michael Quinn	2.47	13,824.39	975.00
407008	Hudson	Peter H. Link	1.00	3,284.00	540.00
407010	Long Island City	Max Steiner .....	.50	3,521.00	850.00
407013	Plattsburg	Casper Young	1.30	4,184.62	699.00
407014	Poughkeepsie	John F. Maher	3.01	11,765.28	1,200.00
407015	Rochester	Edward F. Higgins	5.61	16,871.85	4,399.00
407016	Syracuse	John W. Cronin	1.86	9,910.14	2,450.00
407017	Troy	Wm. H. Quinn .....	.12	2,653.92	1,180.00
407018	Utica	Jacob Siegrist .....	.61	5,082.96	1,320.00
407021	New York	W. M. Weighel	308.88	1,117,447.80	239,000.00
407023	Brooklyn	Wm. J. Plan ^a .....	.78	9,663.28	1,100.00
407024	Ithaca	The Cornell Transfer Co. ^a	1.87	6,886.84	1,000.00
407025	Buffalo	James A. Love ^a	3.35	15,329.60	1,000.00
407026	New York	A. H. Boomers ^a	4.35	8,175.50	626.00
			357.33	1,350,896.84	280,284.90

^a Not under formal contract with bond.

E.—Regulation, screen, or other wagon service in operation June 30, 1903—Continued.

Route No.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
NEW JERSEY.					
			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars</i>
409001	Camden	Samuel W. Davis	0.40	4,468.20	1,087.00
409002	Jersey City	James H. Sweeney	18.17	15,992.66	4,790.00
409003	Newark	David Ogden	5.82	33,169.55	8,840.00
409004	Paterson	John Lawler	1.25	5,167.15	1,580.00
409005	Trenton	D. Cooper Allison	1.86	10,180.47	1,919.00
			22.00	68,825.05	18,216.00
PENNSYLVANIA.					
410001	Allegheny	William S. Haugh	7.12	48,633.69	8,300.00
410002	Beaver Falls	Charles C. Machesney	1.70	4,825.10	518.00
410003	Easton	Charles P. Pomp	2.80	9,405.79	2,150.00
410004	Erie	F. J. Hampel	1.59	8,519.74	1,825.00
410005	Harrisburg	Andrew Schutzenbach and James J. Lynch .....	.88	8,999.76	1,508.00
410006	Philadelphia	Isaac T. Hooker	7.84	43,214.75	12,772.00
410008	do	Pneumatic Transit Co., by Geo. J. Murray, secretary and treasurer .....	.68	2,341.24	700.00
410010	do	do .....	.38	1,514.64	600.00
410011	do	Wm. McCarron .....	.28	3,305.84	980.00
410012	do	do	1.01	5,606.97	1,260.00
410013	do	do	1.82	5,548.63	1,172.00
410014	do	Pneumatic Transit Co., by Geo. J. Murray, secretary and treasurer .....	.78	3,125.42	720.00
410015	Pittsburg	William S. Haugh	10.29	64,584.72	10,879.00
410017	Scranton	The American Bonding and Trust Co., of Baltimore, Md.	2.68	11,882.42	1,739.00
410018	Wilkesbarre	J. D. Branning	2.43	11,102.47	2,000.00
410022	Altoona	Thomas Bond Matern .....	.83	4,392.96	1,295.00
410023	York	John H. Smith .....	.87	13,616.00	1,890.00
410024	Reading	John Wilgeroth	1.05	4,804.80	800.00
410025	Philadelphia	Isaac T. Hooker	2.20	50,805.80	12,548.00
410026	Bradford	Samuel Stoffers	1.21	648.96	840.00
			46.94	305,072.70	58,976.00
DELAWARE.					
412001	Wilmington	A. W. Selak	4.94	20,148.24	1,368.00
MARYLAND.					
413001	Baltimore	Samuel A. Rice	30.85	88,767.84	15,382.00
413002	Washington, D. C.	W. B. Catching	16.59	71,565.78	18,444.00
			47.44	160,333.12	33,776.00
VIRGINIA.					
414001	Alexandria	James Patterson	2.09	5,002.56	1,000.00
414002	Danville	L. F. Barr	1.70	5,280.90	739.00
414003	Fredericksburg	Joseph Walker	1.99	2,331.24	498.75
414004	Lynchburg	C. E. Smith .....	.31	2,489.30	930.00
414005	Norfolk and Portsmouth ..	Chas. S. Davis	16.00	33,220.00	4,700.00
414006	Richmond	Frank B. Jenkins	8.91	23,876.47	3,580.00
414007	Petersburg	W. S. McCances	1.53	3,775.20	700.00
			32.53	75,925.67	12,147.75
WEST VIRGINIA.					
416001	Charleston	A. M. Prichard	2.80	6,718.00	1,260.00
416002	Martinsburg	F. H. Knealy .....	.70	3,471.96	600.00
416003	Wheeling	Walter Moore and Leopold Schafer .....	.92	7,699.83	2,100.00
416004	Clarksburg	Walter Sedwick .....	.87	9,862.32	600.00
			5.29	27,741.60	4,560.00
NORTH CAROLINA.					
418001	Asheville	C. A. Potter	1.25	7,670.00	617.00
418002	Charlotte	do	2.62	6,249.86	889.00
418003	Greensboro	Roddy Fields	1.06	3,881.88	500.00
418004	Raleigh	C. A. Potter .....	.28	1,810.40	527.00
418005	Wilmington	John Picket Council, jr	2.11	2,856.86	715.00
			7.32	21,918.00	3,248.00

a Not under formal contract with bond.

E.—Regulation, screen, or other wagon service in operation June 30, 1908—Continued.

Route No.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
SOUTH CAROLINA.			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
420001	Charleston.....	C. A. Potter.....	4.75	9,867.00	1,690.00
420002	Columbia.....	.....do.....	3.91	11,246.04	1,380.00
420003	Greenville.....	.....do.....	2.17	6,576.96	527.00
420004	Spartanburg.....	R. D. Blowers.....	.71	2,740.92	575.00
			11.54	30,430.92	4,172.00
GEORGIA.					
421001	Americus.....	C. A. Potter.....	.88	2,887.84	520.00
421002	Atlanta.....	.....do.....	2.34	8,679.84	1,927.89
421003	Augusta.....	.....do.....	.18	2,069.20	540.00
421004	Macon.....	W. M. Weighel.....	3.10	5,730.92	1,290.00
421005	Rome.....	C. A. Potter.....	2.61	5,840.64	698.00
421006	Savannah.....	S. G. Proffit.....	3.93	10,097.86	1,400.00
			13.04	34,796.80	6,375.89
FLORIDA.					
428001	Jacksonville.....	S. G. Proffit.....	1.46	10,564.24	1,618.00
428002	Tampa.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	.60	1,776.32	974.00
			2.06	12,340.56	2,592.00
ALABAMA.					
424001	Mobile.....	C. A. Potter.....	.58	2,224.04	860.00
424002	Montgomery.....	.....do.....	.59	6,123.56	589.00
424003	Selma.....	.....do.....	1.56	3,836.32	550.00
			2.73	10,683.92	1,999.00
MISSISSIPPI.					
426001	Jackson.....	C. A. Potter.....	.53	3,610.36	490.00
426002	Meridian.....	.....do.....	.28	1,426.88	439.00
426003	Vicksburg.....	.....do.....	2.85	2,596.88	890.00
			3.66	7,634.12	1,869.00
TENNESSEE.					
427001	Chattanooga.....	W. M. Weighel.....	1.77	7,890.48	1,470.00
427002	Knoxville.....	C. A. Potter.....	3.30	8,351.20	1,080.00
427003	Memphis.....	J. E. Mason.....	19.78	39,862.16	5,439.00
427004	Nashville.....	C. A. Potter.....	1.18	8,145.28	1,600.00
427005	Memphis.....	J. E. Mason a.....	1.09	3,174.08	761.00
			27.12	67,423.20	10,330.00
KENTUCKY.					
429001	Lexington.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	1.71	10,773.36	1,330.00
429002	Louisville.....	J. E. Mason.....	7.23	38,213.24	6,543.00
429003	Paducah.....	James Marable.....	1.35	3,852.16	800.00
			10.29	52,838.76	8,673.00
OHIO.					
431001	Akron.....	J. A. Craft.....	5.31	14,200.84	1,212.00
431002	Canton.....	Henry D. Ziegler.....	1.84	7,384.68	1,200.00
431003	Cincinnati.....	S. G. Proffit.....	7.06	6,537.24	14,400.00
431004	Cleveland.....	E. A. Chilton.....	6.67	27,162.62	5,600.00
431005	Columbus.....	J. A. Craft.....	3.36	24,459.24	1,837.00
431006	Dayton.....	C. R. Houchins.....	.46	5,696.36	1,110.00
431007	Hamilton.....	Horace M. Kinnear.....	1.30	7,040.80	824.00
431008	Lima.....	E. A. Chilton.....	5.64	7,842.32	1,120.00
431009	Mansfield.....	W. M. Weighel.....	1.63	18,341.93	1,370.00
431010	Mason.....	E. B. Bayless.....	2.10	5,351.80	774.00
431011	Sandusky.....	C. R. Houchins.....	7.20	10,834.20	1,415.00
431012	Springfield.....	E. A. Chilton.....	4.37	4,497.44	1,372.00
431013	Toledo.....	Michael J. Clark.....	6.58	37,976.58	4,000.00
431014	Zanesville.....	S. G. Proffit.....	.77	3,753.90	868.00
431015	Youngstown.....	E. A. Chilton.....	2.62	7,414.90	1,480.00
431016	Chillicothe.....	W. M. Turpin.....	2.01	10,027.18	1,100.00
431018	Cincinnati.....	Clifford L. White.....	1.95	2,620.80	490.00
431019	Uhrichsville.....	James G. Russel.....	3.76	9,480.64	730.00
			63.38	289,171.97	40,902.00

a Not under formal contract with bond.

E.—Regulation, screen, or other wagon service in operation June 30, 1903—Continued.

Route No.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	INDIANA.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
433001	Anderson.....	Chas. W. Heard, Joseph G. Braxton, and Thos. J. Braxton.	1.47	4,596.80	583.00
433002	Evansville.....	J. A. Craft.....	6.43	14,764.88	1,593.00
433003	Fort Wayne.....	W. M. Weighel.....	3.96	10,081.76	1,330.00
433004	Indianapolis.....	S. G. Profit.....	.76	12,320.88	1,547.00
433005	Lafayette.....	E. A. Chilton.....	2.71	6,263.27	1,018.00
433006	Logansport.....	John A. Hume.....	3.20	7,815.40	1,095.00
433007	South Bend.....	W. M. Weighel.....	12.37	11,942.32	1,460.00
433008	Terre Haute.....	Nathaniel F. Davis.....	1.72	11,411.92	840.00
433009	Marion.....	Sanford L. Raridan.....	2.40	6,804.85	1,296.00
			34.42	86,002.08	10,762.00
	ILLINOIS.				
435001	Bloomington.....	E. A. Chilton.....	5.82	18,607.68	1,882.00
435002	Cairo.....	C. R. Houchins.....	2.13	7,668.96	1,039.00
435003	Chicago.....	S. G. Profit.....	23.96	328,838.64	46,000.00
435004	.....do.....	H. Wadsworth.....	104.18	142,330.40	19,300.00
435005	Danville.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	3.75	7,254.00	966.00
435006	Decatur.....	E. A. Chilton.....	.72	6,215.04	787.00
435007	East St. Louis and National Stock Yards.	W. M. Brevard.....	2.26	6,633.12	766.00
435008	Elgin.....	Ira Aldrich.....	1.63	4,416.88	918.00
435009	Freeport.....	W. M. Brevard.....	.98	4,848.48	888.00
435010	Peoria.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	1.86	15,840.24	1,260.00
435011	Quincy.....	S. G. Profit.....	1.59	3,081.32	970.00
435012	Rockford.....	C. R. Houchins.....	1.65	3,356.08	979.00
435013	Rock Island.....	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president.	7.20	17,233.64	1,590.00
435014	Springfield.....	C. R. Houchins.....	1.58	6,812.00	1,039.00
435015	Chicago.....	Harry G. Seger.....	.66	6,452.16	1,000.00
435016	.....do.....	.....do.....	.66	6,452.16	1,100.00
435017	.....do.....	Geo. G. Travis.....	1.47	3,669.12	588.00
435018	.....do.....	Harry G. Seger.....	.38	2,964.00	975.00
435019	.....do.....	.....do.....	.41	2,645.68	360.00
435020	.....do.....	.....do.....	.44	5,720.00	890.00
435021	.....do.....	.....do.....	1.13	8,108.88	895.00
435022	.....do.....	James Tenney.....	.06	774.30	822.00
435023	.....do.....	Harry G. Seger.....	.05	390.00	476.00
435024	.....do.....	.....do.....	.05	340.60	547.00
435025	.....do.....	.....do.....	.91	5,583.76	965.00
435026	.....do.....	.....do.....	.43	6,936.80	1,440.00
435027	Galesburg.....	C. A. Swanson.....	1.43		
			166.95	628,172.44	88,434.00
	MICHIGAN.				
437001	Detroit.....	C. R. Houchins.....	4.93	29,933.28	3,835.00
437002	.....do.....	Charles I. Johnson.....	8.60	31,920.72	1,790.00
437004	Jackson.....	William B. Drake.....	3.49	10,261.68	1,148.00
437005	Kalamazoo.....	C. R. Houchins.....	2.69	7,992.40	927.00
437006	Lansing.....	W. M. Brevard.....	3.74	16,489.20	1,231.00
437007	Saginaw and Saginaw, West Side.	J. A. Craft.....	9.43	28,164.12	2,121.00
437008	Owosso.....	Lester C. Barnes.....	1.40	9,172.80	494.00
437009	Battle Creek.....	E. M. McConnell.....	.74	2,629.12	850.00
437010	Adrian.....	John C. Hiftline.....	2.44	10,819.12	1,125.00
437011	Bay City and West Bay City.	James Cullen.....	1.10	7,363.20	1,000.00
437012	Marshall.....	Alonzo B. Dean.....	1.13	3,323.84	540.00
			39.69	158,069.48	15,061.00
	WISCONSIN.				
439001	Green Bay.....	W. M. Brevard.....	3.54	9,760.32	1,331.00
439002	La Crosse.....	.....do.....	.88	3,094.00	747.00
439003	Madison.....	J. E. Mason.....	6.18	11,105.12	1,221.00
439004	Milwaukee.....	S. G. Profit.....	3.67	18,666.96	3,230.00
439005	.....do.....	C. R. Houchins.....	9.10	22,908.60	1,717.00
439006	Racine.....	E. A. Chilton.....	1.51	8,261.24	1,020.00
			23.88	73,796.24	9,266.00

a Not under formal contract with bond.

E.—Regulation, screen, or other wagon service in operation June 30, 1903—Continued.

Route No.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
MINNESOTA.			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
441001	Minneapolis	C. R. Houchins	4.58	15,681.72	3,480.00
441002	St. Cloud	W. M. Brevard	2.02	7,905.56	660.00
441008	St. Paul	Herman W. Reichow and Henry G. Reichow	4.28	23,819.66	3,300.00
441004	Winona	C. R. Houchins	2.75	5,285.68	1,212.00
441007	St. Paul	Reichow Bros	1.64	1,023.86	480.00
441009	Minneapolis	Joseph Quinn	8.21	7,586.80	4,200.00
441010	St. Paul	Reichow Bros .....	.99	16,427.84	3,600.00
441011	Minneapolis	Chester B. Dickens	3.50	4,368.00	600.00
			27.97	82,048.62	17,482.00
IOWA.					
448001	Burlington	W. M. Weighel	1.08	4,177.68	980.00
448002	Cedar Rapids	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president	1.87	3,747.64	1,082.00
448006	Council Bluffs	W. M. Brevard	4.86	15,516.52	1,919.00
448004	Des Moines	do	4.20	8,617.28	1,441.00
448005	Dubuque	do	2.58	10,618.92	1,441.00
448006	Keokuk	C. R. Houchins .....	.61	5,183.64	888.00
448007	Okaloosa	W. M. Brevard	1.49	4,141.28	640.00
448008	Ottumwa	Idaho, Nevada and California Stage Co., by W. E. Travis, vice-president	4.63	9,481.16	1,099.00
			20.82	61,489.12	9,390.00
MISSOURI.					
445002	St. Joseph	J. A. Craft	1.55	13,844.40	1,287.00
445004	St. Louis	H. Wadsworth	31.85	105,950.02	20,890.00
445006	Springfield	W. M. Brevard	4.97	9,245.08	919.00
445007	Kansas City	James F. Clinton	2.05	3,079.75	1,195.00
445008	do	James R. Jamison .....	.26	4,985.84	1,379.00
445009	St. Louis	W. H. Kennedy	6.50	3,432.00	1,045.00
245001	do	W. H. Kennedy	2.17	7,365.58	1,384.00
245002	do	do	11.78	8,458.32	1,100.00
			61.08	156,810.94	29,199.00
ARKANSAS.					
447001	Fort Smith	Malton D. Knappan	1.46	4,972.60	1,297.15
447002	Little Rock	James Coates	6.65	20,155.09	2,490.00
447008	Texarkana	Monroe Smith .....	.83	3,518.60	1,360.00
			8.94	28,646.29	5,147.15
LOUISIANA.					
449001	New Orleans	F. S. Smith and F. E. Smith	19.96	26,982.44	9,230.00
TEXAS.					
450001	Dallas	Sampson K. Lewis and J. W. Vineyard	6.42	16,393.66	2,044.00
450002	Fort Worth	Geo. L. Marlow	2.62	10,680.64	2,390.00
450003	Houston	John Walker	5.44	10,927.46	4,250.00
450004	San Antonio	Thos. L. Conroy	7.86	14,225.10	2,360.00
450005	Sherman	J. W. Blake and W. P. Head	1.22	4,301.12	1,299.00
450006	Temple	H. P. Buchanan .....	.87	3,810.60	970.00
			24.48	60,388.58	13,313.00
OKLAHOMA.					
454001	Elreno	I. C. Musgrove	1.59	4,868.77	990.00
454002	Oklahoma	Ferdinand M. Stump .....	.81	2,314.10	1,200.00
			2.40	7,172.87	2,190.00
KANSAS.					
455001	Emporia	H. R. Hinkle	1.09	3,723.79	895.00
455002	Fort Scott	H. M. Pipkin	2.14	5,043.48	840.00
455008	Hutchinson	John F. Smith .....	.97	3,085.38	1,125.00

a Not under formal contract with bond.

b Collection and distribution wagon service not under formal contract.

E.—Regulation, screen, or other wagon service in operation June 30, 1903—Continued.

Route No.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
KANSAS—continued.			<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
455004	Independence.....	Peter Alvis Ray.....	8.02	7,515.40	1,867.50
455006	Kansas City.....	H. P. Whitney.....	.81	6,815.78	2,147.00
455008	Lawrence.....	Henry G. Parsons.....	.94	5,767.98	796.00
455007	Leavenworth.....	Byron Lockhart.....	1.78	7,165.20	1,140.00
455008	Ottawa.....	Joseph Pittman.....	1.15	2,566.38	590.00
455009	Paola.....	Joseph M. Bryan.....	2.99	5,911.18	850.00
455010	Pittsburg.....	Edward G. Tucker.....	1.29	4,278.00	1,774.00
455011	Topeka.....	James C. Gilchrist.....	3.21	10,391.20	3,000.00
455012	Wellington.....	W. E. Rush.....	.80	2,856.80	880.00
455013	Wichita.....	The Fidelity and Deposit Co. of Maryland.....	3.63	12,567.67	1,375.00
455014	Winfield.....	R. A. Franklin.....	1.88	6,424.00	1,000.00
			25.65	83,832.17	17,859.50
NEBRASKA.					
457001	Beatrice.....	William E. Davis.....	1.17	2,896.04	795.00
457002	Grand Island.....	Othman A. Abbott, jr.....	1.84	3,486.47	999.99
457003	Lincoln.....	Granville Ensign.....	3.58	10,445.97	2,400.00
457004	Norfolk.....	Dallas D. Brunson.....	1.90	2,856.04	899.00
457006	Omaha.....	Jesse B. Huse.....	7.79	38,825.20	7,889.00
			15.78	58,508.72	12,982.99
SOUTH DAKOTA.					
459001	Sioux Falls.....	George W. Burnside.....	3.67	4,969.76	1,500.00
NORTH DAKOTA.					
481001	Fargo.....	J. P. Birchall.....	1.76	2,908.47	1,895.00
481002	Grand Forks.....	Isaac Barton.....	1.23	1,839.60	1,075.00
			2.99	4,743.07	2,470.00
MONTANA.					
469001	Helena.....	Joseph C. Auld.....	3.10	5,609.88	2,174.00
COLORADO.					
486001	Colorado Springs.....	Miles S. Gregory.....	1.78	6,926.04	2,798.00
486003	Leadville.....	Alpheus Allen.....	1.88	2,963.80	1,475.00
486004	Pueblo.....	Harvey Birch.....	.88	7,887.60	1,900.00
486006	Denver.....	Denver Omnibus and Cab Co., J. M. Kuykendall, president.....	9.56	25,669.04	5,475.00
			14.06	42,986.48	11,648.00
UTAH.					
469001	Salt Lake City.....	Richard B. Whittemore.....	2.94	10,470.42	1,997.00
WASHINGTON.					
471002	Seattle.....	Fred S. Wiles.....	6.72	10,657.31	4,745.00
471003	Spokane.....	W. S. Travis.....	4.22	7,420.00	4,600.00
471006	Everett.....	A. C. Goerig.....	1.12	2,398.88	1,000.00
			12.06	20,414.19	10,345.00
OREGON.					
478001	Portland.....	Frank Kiernan.....	13.08	27,501.59	4,831.00
CALIFORNIA.					
478001	Los Angeles.....	John E. Loomis.....	14.13	60,275.13	9,790.00
478002	Oakland.....	Bush Finnell.....	3.54	22,203.96	3,899.00
478003	Sacramento.....	D. W. Carmichael.....	1.23	7,744.86	1,463.00
478004	San Bernardino.....	Geo. R. Braselton and Edgar H. Braselton.....	1.25	4,568.31	1,195.00
478005	San Francisco.....	T. G. Dobyns.....	6.54	22,936.15	5,766.00
478006	San Jose.....	W. W. Gray.....	1.60	9,777.90	1,125.00
478007	Stockton.....	Perley Haynes.....	1.44	5,829.00	829.00
			29.78	182,858.31	23,558.00

* Not under formal contract with bond.

F.—Electric and cable car mail service in operation June 30, 1906.

[The letter (a) means agreement, (b) motive power cable (c) new.]

Route No.	State and terminl.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
MAINE.								
301001	Springvale to Cape Porpoise	Springvale and Cape Porpoise Rwy. Co.	<i>Miles.</i> 28.08	84,394.06	<i>Ft. in.</i>	Closed pouch....	<i>Cents.</i> 8.00	<i>Dollars.</i> 1,081.80
301002	Vacant.....							
301003	Skowhegan to Norridgewock	Skowhegan and Norridgewock Electric R. R. and Power Co.	5.64	5,249.01		do.....		250.00
301004	Portland to South Portland Station	Portland and Cape Elizabeth Rwy. Co.	1.50	3,442.50		do.....		176.00
301005	Vacant.....							
301006	Camden to Maine Central R. R. at Rockland	(Rockland, Thomaston and Camden Street) Rwy.	8.46	21,408.80	5 0	Apartment.....	3.75	802.64
301007	Grand Trunk Rwy. Co. of Canada at South Paris to Norway.....	Norway and Paris Street Rwy.	1.51	2,647.98		Closed pouch....	3.00	76.48
301008	Vacant.....			4,726.30		do.....		200.00
301009	Vacant.....							
301010	Bangor to Hampden Corners	Bangor, Hampden and Winterport Rwy.	6.21	12,280.50		do.....	3.00	368.41
301011	Charleston to Bangor.....	Penobscot Central Rwy.	26.48	41,138.24		do.....	(a)	1,094.58
301012	Augusta to Togus.....	Augusta, Hallowell and Gardiner R. R.	5.68	5,838.52		do.....		250.00
301013	Augusta to Winthrop	Augusta, Winthrop and Gardiner Rwy. Co. c.	14.50	22,498.50		do.....	3.00	674.68
			98.01	158,120.41				4,928.54
NEW HAMPSHIRE.								
302001	Portsmouth to York Beach (Me.)	Portsmouth, Kittery and York Street Rwy.	15.75	28,271.00	10 0	Apartment.....	7.50	1,970.32
302002	Chester to Derry Depot	Chester and Derry R. R. Association	7.68	2,770.74		Closed pouch....	3.00	83.12
302003	Hampton to Hampton Beach	Exeter, Hampton and Amesbury Street Rwy. Co.	3.25	17,871.50		do.....	8.00	521.14
302004	Boston and Maine R. R. at Exeter to Amesbury	do.....	17.20	1,640.50		do.....		150.00
302005	Mariboro to Keene.....	Keene Electric Rwy. Co.	4.59	32,164.00	9 5	Apartment.....	7.00	2,251.48
302006	Portsmouth to Northampton Depot (n. o.)	Boston and Maine R. R.	12.38	8,620.02		Closed pouch....	3.00	258.60
			60.80	16,906.44		do.....	3.00	507.19
				105,644.20				5,741.85
VERMONT.								
303001	Brattleboro to West Brattleboro Station	Brattleboro Street R. R. Co.	2.50	6,520.00		Closed pouch....	(a)	200.00
303002	Springfield to Boston and Maine R. R. at Charles-town, N. H.	Springfield Electric Rwy. Co.	6.51	25,128.60		do.....		758.85
303003	Stowe to Central Vermont R. R. at Waterbury	Mount Mansfield Electric R. R. Co.	11.08	21,980.56		do.....	3.00	658.80

F.—Electric and cable car mail service in operation on June 30, 1903—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
			<i>Miles.</i>		<i>Ft. in.</i>		<i>Cents.</i>	<i>Dollars.</i>
VERMONT—continued.								
308004	Bellows Falls to Saxtons River	Bellows Falls and Saxtons River Street Rwy. Co.	5.77	15,048.28		Closed pouch.	3.00	451.44
308005	Vacant.							
308006	St. Albans to St. Albans Bay	St. Albans Street Rwy. Co.	3.09	3,949.02		do.		200.00
			28.96	72,606.44				2,264.09
MASSACHUSETTS.								
304001	Boston to mail stations	Boston Elevated Rwy. Co.	64.71	{ 177,497.49 18,832.64	15 7	Independent Closed pouch.	11.68 3.00	20,731.62 564.97
304002	Vacant.							
304003	Vacant.							
304004	Vacant.							
304005	Vacant.							
304006	Vacant.							
304007	Boston to Boston (night circuit)	do.	45.67	22,633.65	25 0	Independent	14.43	3,264.03
304008	Easthampton to Williamsburg	Northampton Street Rwy. Co.	13.18	21,609.52	9 0	Apartment	6.76	1,458.64
304009	Conway to Fitchburg R. R. (104021)	Conway Electric Street Rwy. Co.	5.16	12,457.40		Closed pouch.	3.00	779.97
304010	Aldington to New York, New Haven and Hartford R. R.	Old Colony Street Rwy. Co.	2.00	8,764.00		do.	3.00	373.72
304011	Worcester to mail stations and Boylston Center	Worcester Consolidated Street Rwy. Co.	15.21	33,333.37		do.	3.00	282.92
304012	Hatfield to Whitman	Old Colony Street Rwy. Co.	6.45	11,318.06		do.	3.00	1,000.59
304013	Vacant.							339.54
304014	New Bedford to Fall River	Dartmouth and Westport Street Rwy. Co.	13.98	43,690.90		do.	3.00	1,308.02
304015	Greenfield to Turners Falls	Greenfield and Turners Falls Street Rwy. Co.	4.49	14,066.65		do.	3.00	422.60
304016	Shelburne Falls to Colerain	Shelburne Falls and Colerain Street Rwy. Co.	6.58	10,179.26		do.	3.00	305.37
304017	Bridgewater to Taunton	Old Colony Street Rwy. Co.	10.78	13,367.20		do.	3.00	401.01
304018	Quincy to East Weymouth	do.	5.40	16,599.60		do.	3.00	497.86
304019	Ringham to Accord	do.	5.00	9,390.00		do.	3.00	261.70
304020	North Hanover to New York, New Haven and Hartford R. R.	do.	4.26	7,981.50		do.	3.00	250.00
304021	South Natick Station to Natick	South Middlesex Street Rwy. Co.	2.00	3,936.00		do.		200.00
304022	Vacant.							
304023	Worcester to Marlboro	Worcester Consolidated Street Rwy. Co.	16.02	31,303.06		do.	(a)	600.00
304024	Vacant.							
304025	Haverhill to Cushing	Haverhill and Amesbury Street Rwy. Co.	17.56	19,710.64		do.	3.00	496.82
304026	North Amherst to Amherst	Amherst and Sunderland Street Rwy. Co.	2.51	4,713.78		do.		200.00
304027	Collinsville to Lowell	Boston and Northern Street Rwy. Co.	3.90	4,882.80		do.		200.00
304028	Vacant.							

394029	Hingham to Surridge	Old Colony Street Rwy. Co.	8.86	8,560.20	do	3.00	257.07
394030	Worcester to Leicester	Worcester Consolidated Street Rwy. Co.	7.13	13,890.14	do	3.00	401.70
394031	Wharfedale to Beckett	Old Colony Street Rwy. Co.	5.02	12,570.08	do	3.00	877.10
394032	New Bedford to South Dartmouth	Old Colony Street Rwy. Co.	8.79	7,117.62	do	3.00	250.00
394033	Brockton to Stoughton	Old Colony Street Rwy. Co.	5.95	7,149.40	do	3.00	250.00
394034	North Attleboro to Pawtucket (R. I.)	Intermediate Consolidated Street Rwy. Co.	8.35	16,548.70	do	3.00	496.49
394035	Bridgewater to North Middleboro	Old Colony Street Rwy. Co.	4.75	8,200.50	do	3.00	267.61
394036	Newburyport to Haverhill	Boston and Northern Street Rwy. Co.	13.45	25,256.10	do	3.00	757.77
394037	Palmer to Ware, Bowdoin, and Three Rivers	Springfield and Eastern Rwy. Co.	14.60	12,975.68	do	3.00	389.26
394038	Taunton to Rehoboth	Old Colony Street Rwy. Co.	9.39	6,573.14	do	3.00	250.00
394039	New York, New Haven and Hartford R. R. station to North Oxford	Worcester and Webster Street Rwy. Co.	5.52	8,683.80	do	3.00	259.16
394040	Cochituate Station to Natick	Natick and Cochituate Street Rwy. Co.	2.71	5,871.22	do	3.00	250.00
394041	Saxtonville to South Framingham	Framingham Union Street Rwy. Co.	3.72	6,964.16	do	3.00	250.00
394042	Lawrence to Methuen Station	Boston and Northern Street Rwy. Co.	2.40	7,761.60	do	3.00	250.00
394043	West Gardiner (n. o.) to Templeton	Templeton Street Rwy. Co.	4.10	7,099.80	do	3.00	250.00
394044	Hatfield to Northampton	Northampton and Amherst Street Rwy. Co.	5.12	12,620.48	do	(a)	225.00
394045	Southbridge to Plakdale	Southbridge and Sturbridge Street Rwy. Co.	5.77	11,380.68	do	3.00	341.41
394046	East Whitman to Bryantville	Brockton and Plymouth Street Rwy. Co.	7.08	13,197.12	do	3.00	395.90
394047	Canton to Pompano	Blue Hill Street Rwy. Co.	3.35	4,194.20	do	3.00	200.00
394048	Vacant				do		
394049	Byfield to South Byfield	Georgetown, Rowley and Ipswich Street Rwy. Co.	3.06	3,881.12	do		200.00
394050	Vacant						
394051	Brockton to Eastondale	Old Colony Street Rwy. Co.	5.58	10,479.24	do	3.00	314.37
394052	Northampton to Holyoke Street Rwy. Co.	Northampton Street Rwy. Co.	2.78	1,740.26	do	13.50	284.93
394053	Northampton Street Rwy. Co. to Springfield Street Rwy. Co.	Holyoke Street Rwy. Co.	12.19	7,630.94	do	13.50	1,080.17
394054	Holyoke Street Rwy. Co. to Springfield	Springfield Street Rwy. Co.	5.51	3,446.26	do	13.50	465.65
394055	Amherst to Northampton	Northampton and Amherst Street Rwy. Co.	7.43	10,677.80	do	3.00	320.38
394056	Milford to Mendon	Northampton and Uxbridge Street Rwy. Co.	4.22	9,060.52	do	3.00	272.68
394057	Springfield to mail stations and post-offices	Springfield Rwy. Co.	11.99	20,551.96	do	3.00	616.54
394058	Holbrook R. R. Station (n. o.) to North Stoughton	Bristol and Norfolk Street Rwy. Co.	2.07	1,266.82	do	(a)	60.00
394059	Hopkinton to North Grafton Station (n. o.)	Grafton and Upton R. R. Co.	15.03	37,636.12	do	3.00	1,129.06
394060	Easton to Taunton	Norton and Taunton Street Rwy. Co.	20.14	28,510.66	do	3.00	855.31
394061	Springfield to Ludlow Bridge (n. o.)	Springfield Street Rwy. Co.	7.75	14,564.60	do	3.00	486.63
			458.61	835,059.43			45,296.70
395001	Westerly to Watch Hill Station	Pawcatuck Valley Street Rwy. Co.	5.80	6,681.60	Closed pouch		250.00
395002	Vacant				do		
395003	Woonsocket to Slaterville	Woonsocket Street Rwy. Co.	4.17	7,831.26	do	3.00	250.00
395004	Tiverton to Mile Corner (n. o.)	Newport and Fall River Street Rwy. Co.	10.99	13,980.50	do	3.00	417.91
395005	Mile Corner (n. o.) to Newport	do	1.70	2,186.20	do	3.00	176.00
395006	New York, New Haven and Hartford R. R. station at Providence to Buttonwoods	Rhode Island Suburban Rwy. Co.	13.51	19,400.36	do	3.00	582.01
395007	Providence to Foster Center	Providence and Danielson Rwy. Co.	21.56	37,731.76	do	3.00	1,181.95
395008	Providence to mail stations and post-offices	Union R. R. Co.	20.06	89,348.42	do	3.00	1,180.45

RHODE ISLAND.

F.—Electric and cable car mail service in operation June 30, 1903—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
RHODE ISLAND—continued.								
306009	Providence to Fall River and Bristol.	New York, New Haven and Hartford R. R.	22.51	33,785.22	9 0	Apartment	Cent.	Dollars.
306010	Providence to Fall River and Swansea Center.	Providence and Fall River Street Rwy. Co.	19.18	72,688.70		Closed pouch	6.75	2,280.60
306011	Wickford R. R. station to Saunderson.	Sea View R. R. Co.	19.18	26,599.12		do	3.00	2,180.66
			4.79	10,447.96		do	3.00	796.76
			124.26	270,591.12		do	3.00	813.48
								9,558.67
CONNECTICUT.								
306001	Hartford to South Glastonbury.	Hartford Street Rwy. Co.	9.74	18,291.72		Closed pouch	3.00	548.75
306002	Vacant.	do						
306003	Hartford to West Hartford.	do	8.73	7,850.48		do		250.00
306004	Norwich to Baltic.	Norwich Street Rwy. Co.	8.48	15,776.20		do	3.00	473.25
306005	Hartford to Manchester.	Hartford, Manchester and Rockville Tramway Co.	10.82	27,286.36		do	3.00	803.72
306006	Windsor to Rainbow.	Hartford Street Rwy. Co.	5.13	12,630.06		do	3.00	378.90
306007	East Haven to New Haven; New Haven to Hamden; New Haven to Yale station; East Haven to Short Beach (n. o.).	Fairhaven and Westville R. R. Co.	13.96	24,588.48		do	3.00	737.64
306008	New Haven to Montowise.	do	5.55	13,018.58		do	3.00	390.55
306009	New Haven to Highwood.	do	2.26	5,733.20		do		250.00
306010	New Haven to Westville Station.	do	2.50	8,015.00		do		250.00
306011	Hartford to Station A.	Hartford Street Rwy. Co.	1.00	4,498.00		do		200.00
306012	Westport to New York, New Haven and Hartford R. R.	Connecticut Rwy. and Lighting Co.	1.94	7,387.52		do		230.00
306013	New Haven to West Haven Station.	Winchester Avenue R. R. Co.	3.26	10,405.92		do	3.00	312.17
306014	Meriden to Station A and Yaleville.	Meriden Electric R. R. Co.	5.65	11,860.32		do	3.00	355.80
306015	Bridgeport (Casade Station) to New York, New Haven and Hartford R. R.	Connecticut Rwy. and Lighting Co.	1.20	7,512.00		do		250.00
306016	Vacant.	do						
306017	Middletown to Glidersleeve.	Middletown Street Rwy. Co.	4.04	11,057.68		do	3.00	332.08
306018	Orange to Stratford.	Connecticut Rwy. and Lighting Co.	4.74	5,898.56		do		250.00
306019	Norwich to New London.	Monroe Street Rwy. Co.	13.24	12,720.32		do	3.00	381.60
306020	Meriden to Southington.	Meriden, Southington and Compounce Tramway Co.	8.84	2,766.92		do		175.00
			106.26	206,801.32				6,589.41
			10.08	12,620.16		Closed pouch	3.00	378.60
NEW YORK.								
307001	Buffalo (Seneca and Main streets) to Williamsville.	Buffalo and Williamsville Electric Rwy. Co.						
307002	Vacant.	do						
307003	Vacant.	do						

307004	Celoron to railroad station at Falconer.....	Jamestown Street Rwy. Co.....	6.66	13,514.22	.....do.....	3.00	405.42
307005	Vacant.						
307006	Vacant.						
307007	Newburgh to Walden.....	Orange County Traction Co.....	11.76	26,822.50	.....do.....	3.00	525.21
307008	Utica to New York Mills, Utica to New Hartford.....	Utica and Mohawk Valley Rwy. Co.....	13.64	22,088.08	.....do.....	3.00	661.12
307009	Vacant.						
307010	Port Dickinson to Union, Binghamton to Hospital Station.....	Binghamton R. R. Co.....	15.07	28,801.46	.....do.....	3.00	849.02
307012	Niagara Falls to Station A.....	International Rwy. Co.....	1.92	10,715.52	.....do.....	3.00	321.46
307013	New York (Station L) to Washington Bridge Station.....	Metropolitan Street Rwy. Co.....	3.91	83,458.96	.....do.....	3.00	2,563.75
307014	Vacant.						
307015	Brooklyn to mail stations and post-offices.....	Brooklyn Heights R. R. Co.....	65.89	168,861.72	Independent.....	12.00	20,263.41
307016	Fredonia to Dunkirk Station.....	Dunkirk and Fredonia R. R. Co.....	3.50	111,423.69	Closed pouch.....	3.00	3,742.68
307017	Fishkill to New York Central and Hudson River R. R.....	Citizens Street Rwy. Co.....	6.70	21,213.65	.....do.....	3.00	636.40
307018							
307019	Rochester to letter boxes and mail stations.....	Rochester Rwy. Co.....	21.36	51,048.16	Independent.....	11.75	5,998.15
307020	Elmira to Elmira Heights Station.....	West Side R. R. Co.....	4.69	3,690.36	Closed pouch.....	3.00	110.71
307021	Youngstown to New York Central and Hudson River R. R.....	Lewiston and Youngstown Frontier Rwy. Co.....	6.28	16,839.96	.....do.....	(a)	100.00
307022	Vacant.						
307023	Vacant.						
307024	New Paltz to Poughkeepsie.....	New Paltz and Poughkeepsie Traction Co.....	11.32	20,964.64	.....do.....	3.00	623.94
307025	Warrensburg to Mechanicville; Schuylerville to Greenwich.....	Hudson Valley Rwy. Co.....	59.21	58,882.94	.....do.....	3.00	1,751.48
307026	Northern Central R. R. station to Branchport.....	Penn Yan, Keuka Park and Branchport Rwy.....	8.42	15,812.76	.....do.....	3.00	474.38
307027	Poughkeepsie to Wappingers Falls and Arlington.....	Poughkeepsie City and Wappingers Falls Electric Rwy. Co.....	9.62	7,820.00	.....do.....	250.00	250.00
307028	Port Richmond to Castleton Corners.....	Staten Island Midland R. R. Co.....	2.48	3,104.96	.....do.....	176.00	176.00
307029	Olean to Bradford, Pa.....	Olean, Bradford and Rock City R. R. Co.....	18.60	23,287.20	.....do.....	3.00	693.61
307030	Vacant.						
307031	Syracuse to mail stations and Eastwood.....	Syracuse Rapid Transit Rwy. Co.....	13.64	19,585.24	.....do.....	3.00	587.56
307032	Ithaca to Lehigh Valley R. R. station.....	Ithaca Street Rwy. Co.....	1.76	3,834.25	.....do.....	200.00	200.00
307033	Halesite to Long Island R. R.....	Huntington R. R. Co.....	2.88	6,704.46	.....do.....	250.00	250.00
307034	Syracuse to Manlius.....	Syracuse and Suburban R. R. Co.....	10.98	19,493.64	.....do.....	3.00	584.80
307035	Vacant.						
307036	Ballston Spa to Middletown.....	Ballston Terminal Rwy. Co.....	11.85	14,210.20	.....do.....	3.00	428.30
307037	Vacant.						
307038	Utica to New York Central and Hudson River R. R. station at Honeoye Falls.....	Utica-Honeoye Falls Electric Light and R. R. Co.....	4.61	5,771.72	.....do.....	250.00	250.00
307039	Mohogon to Peekskill.....	Peekskill Lighting and R. R. Co.....	4.01	5,020.52	.....do.....	(a)	150.00
307040	Vacant.						
307041	Sodus to Rochester.....	Rochester and Sodus Bay Rwy. Co.....	41.42	32,085.04	.....do.....	3.00	862.54
307042	Richfield Springs to Onondaga.....	Onondaga, Chateaufort and Richfield Springs Rwy. Co.....	45.72	60,949.86	.....do.....	3.00	1,623.79
307043	Kingston to Rhinecliff Ferry.....	Kingston Consolidated R. R. Co.....	2.85	28,883.96	.....do.....	3.00	865.92
307044	Albany to Hudson.....	Albany and Hudson Rwy. and Power Co.....	36.70	68,922.60	.....do.....	3.00	2,067.67
307045	Richmond to St. Georges Ferry (transfer room).....	Staten Island Midland R. R. Co.....	7.81	19,566.24	.....do.....	3.00	2,566.68

F.—Electric and cable car mail service in operation June 30, 1903—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure. Dollars.
NEW YORK—continued.								
307046	Olcott to Lockport.	International Rwy. Co.	12.62	23,700.36	Fl. in.	Closed pouch.	3.00	711.01
307047	Middletown to New York, Ontario and Western R. R.	Middletown-Goshen Electric Rwy. Co.	6.60	2,097.00	.....	.....	.....	175.00
307048	Mohawk to Herkimer.	Utica and Mohawk Valley Rwy. Co.	1.61	6,094.92	.....	.....	.....	250.00
307049	Oswego to New York Central and Hudson River R. R.	Westchester Traction Co.	.49	2,964.96	.....	.....	.....	175.00
307050	Waverly to Athens, Pa.	Waverly Sayre and Athens Traction Co.	4.83	9,240.42	.....	.....	3.00	277.20
307051	McGraw to Cortland.	The Cortland County Traction Co.	6.50	3,443.00	.....	.....	.....	175.00
307052	Northport to Long Island R. R.	Northport Traction Co.	2.50	9,380.00	.....	.....	3.00	281.70
307053	Catskill to New York Central and Hudson River R. R.	Catskill Electric Rwy. Co.	1.06	5,867.60	.....	.....	.....	250.00
307054	Seacliff to Long Island R. R.	Nassau County Rwy. Co.	1.36	6,810.88	.....	.....	.....	250.00
307055	Alexandria Bay to Redwood R. R. station (n. o.).	St. Lawrence International Electric R. R. and Land Co.	7.55	19,690.40	.....	.....	3.00	590.00
307056	Albany to Waterford.	United Traction Co.	12.22	34,766.06	.....	.....	3.00	1,042.97
307057	Schenectady to Scotia; Schenectady to Troy.	Schenectady Rwy. Co.	18.46	24,025.88	.....	.....	3.00	720.77
NEW JERSEY.								
309001	Paterson to Sluag.	New Jersey, Hoboken and Paterson Street Rwy. Co.	5.77	10,674.50	.....	Closed pouch.	3.00	320.23
309002	Bridgeton to Millville and Bivalve.	Bridgeton and Millville Traction Co.	31.14	61,122.64	.....	.....	3.00	1,833.67
309003	Atlantic City to Longport.	West Jersey and Seashore R. R. Co.	7.00	13,328.00	.....	.....	3.00	399.84
309004	Newark to mail stations and post-offices.	North Jersey Street Rwy. Co.	7.86	16,708.72	.....	.....	3.00	501.26
309005	Woodbury to Almonesson.	Camden, Gloucester and Woodbury Rwy. Co.	3.23	4,043.96	.....	.....	.....	200.00
309006	Vacant.							
309007	Vacant.							
309008	Vacant.							
309009	Trenton to Lawrenceville, Trenton to Whitehorse Station.	Trenton Street Rwy. Co.	10.60	18,767.48	.....	.....	3.00	563.02
309010	Jersey City to Guttenberg.	North Hudson County Rwy. Co.	8.88	27,101.65	.....	.....	3.00	813.04
309011	Jersey City to Bayonne.	North Jersey Street Rwy. Co.	9.18	29,384.64	.....	.....	3.00	881.53
309012	Vacant.							
309013	Shiners to Phillipsburg.	Lehigh Valley Traction Co.	1.32	2,478.96	.....	.....	.....	175.00
309014	South River to New Brunswick.	The Middlesex and Somerset Traction Co.	7.88	2,466.44	.....	.....	.....	175.00
			92.96	186,076.99				5,862.96

PENNSYLVANIA.									
310001	Pennsylvania R. R. to Duquesne.....	McKeesport, Wilmerding and Duquesne Rwy. Co.	10.56	{	36,354.82	.....	Closed pouch.....	3.00	1,090.64
310002	Beaver Falls to Vanport.....	Beaver Valley Traction Co.	8.74	{	38,715.26 4,605.38	10 0	Apartment Closed pouch.....	7.50 3.00	2,753.64 138.16
310003	Vacant.....								
310004	Vacant.....								
310005	Vacant.....								
310006	Pittsburg to Carson Station.....	Pittsburg Railways Co.	1.82		11,698.96		do.....	3.00	350.96
310007	Pennsylvania R. R. station at Columbia (n. o.) to Marietta.....	Conestoga Traction Co.	5.60		8,764.00		do.....	3.00	262.92
310008	Hazleton to McAdoo; Hazleton to Lattimer Mines.....	Lehigh Traction Co.	13.15		34,080.66		do.....	(a)	710.00
310009	Philadelphia to mail stations and Darby.....	Philadelphia Rapid Transit Co.	33.51		354,415.19	15 0	Independent.....	11.25	39,851.70
310010	Pottsville to Minersville and Glen Carbon.....	Pottsville Union Traction Co.	13.91		28,379.71		Closed pouch.....	3.00	851.24
310011	Pottstown to Sanatoga.....	Pottstown Passenger Rwy. Co.	3.10		3,881.20		do.....		200.00
310012	Vacant.....								
310013	Vacant.....								
310014	Vacant.....								
310015	Vacant.....								
310016	Scranton to Dunmore Station.....	Scranton Rwy. Co.	2.76		7,133.50		do.....		250.00
310017	Media to Chester.....	Chester Traction Co.	6.34		11,904.52		do.....	3.00	337.19
310018	Moore Station (n. o.) to Eastington.....	Philadelphia and Chester Rwy. Co.	1.67		2,080.82		do.....		175.00
310019	Leakhaven to Millville.....	Susquehanna Traction Co.	3.86		4,820.20		do.....		200.00
310020	Little to Lancaster.....	Conestoga Traction Co.	10.22		25,690.88		do.....	3.00	767.73
310021	Philadelphia (Sixty-third and Market streets) to Westchester.....	Philadelphia and Westchester Traction Co.	20.02		37,037.00		do.....	3.00	1,111.11
310022	Vacant.....								
310023	Westchester to Wilmington and Northern R. R. (110059).....	Westchester Street Rwy. Co.	4.17		6,528.06		do.....		250.00
310024	Vacant.....								
310025	Vacant.....								
310026	Vacant.....								
310027	Vacant.....								
310028	Vacant.....								
310029	Vacant.....								
310030	Norristown to Wissahickon Station (n. o.).....	Roxborough, Chestnut Hill and Norristown Rwy. Co.	12.62		15,800.24		do.....	(a)	353.36
310031	Vacant.....								
310032	Bristol to Doylestown.....	Newtown Electric Street Rwy. Co.	27.57	{	34,131.66 1,173.75	8 0	Apartment Closed pouch.....	6.00 3.00	2,047.88 35.20
310033	Harrisburg to West Fairview, White Hill (n. o.), and Camp Hill.....	Harrisburg and Mechanicsburg Electric Rwy. Co.	10.83		19,348.63		do.....	3.00	580.46
310034	Pennsylvania R. R. depot, at Lancaster, to Millersville.....	Conestoga Traction Co.	4.76		11,735.76		do.....	3.00	353.57
310035	Pittsburg to Pittsburg.....	Pittsburg Railways Co.	25.56	{	31,284.56 46,116.56	20 0	Independent Closed pouch.....	13.50 3.00	4,223.40 1,353.47
310036	Norristown to Limefick.....	Schuylkill Valley Traction Co.	12.18		17,972.46		do.....	3.00	589.16
310037	Progress to Paxtang.....	Harrisburg Traction Co.	7.12		13,371.36		do.....	3.00	401.14
310038	Vacant.....								
310039	Schuylkill Haven to Orwigsburg.....	Pottsville Union Traction Co.	6.60		14,022.40		do.....	(a)	250.00
310040	Easton to Bethlehem.....	Lehigh Valley Traction Co.	11.62		14,546.24		do.....	3.00	486.44

313004	Washington (Deep, Seventh street extended) to Takoma Park Station.	Brightwood Rwy. Co.	4.49	4,188.25	124.59
313005	Vacant.				
313006	Vacant.				
313007	Washington to mail stations.	Capital Traction Co.	14.31	{ 36,101.50 24,481.88 284,217.27 }	6.00 3.00 3.00
313008	Baltimore to mail stations, letter boxes, and post-office.	United Railways and Electric Co. of Baltimore.	61.86	1,170.62	16.00 3.00
313009	Vacant.				
313010	Washington (Thirty-sixth and M streets) to West end (Va.).	Washington, Arlington and Falls Church Rwy. Co.	10.88	13,140.62	3.00
313012	Washington (Deep, Seventh street extended) to Ninth street and Pennsylvania avenue.	Metropolitan Rwy. Co.	1.56	1,720.50	51.61
313014	Vacant.				
313015	Washington (Union Station, Thirty-sixth and Prospect streets) to Cabin John.	Washington and Great Falls Electric Rwy.	7.88	10,685.28	3.00
313016	Washington (Station B, Anacostia) to Capital Traction Co. (Eighteenth and G streets SE.).	Anacostia and Potomac River R. R. Co.	3.70	7,255.70	217.67
313017	Frederick to Myersville.	Frederick and Middletown Rwy. Co.	14.10	23,018.02	690.53
313018	Washington (Eleventh and G streets NW.) to Brookland Station.	City and Suburban Rwy. of Washington.	3.91	2,447.66	73.42
313019	Cumberland to Station A, Cumberland to Narrows Park (n. o.).	Cumberland Electric Rwy. Co.	4.50	4,773.25	200.00
313020	Hagerstown to Boonsboro.	Hagerstown Rwy. Co. c.	12.69	15,887.88	478.63
313021	Narrows Park (n. o.) to Frostburg.	Cumberland and Westernport Electric Rwy. Co. c.	8.47	7,963.33	238.59
			154.26	444,375.30	*40,073.48
	VIRGINIA.				
314001	Washington, D. C., to Mount Vernon.	Washington, Mount Vernon and Alexandria Rwy. Co.	16.02	10,028.52	300.85
314002	Vacant.				
314003	Norfolk to Fortress Monroe.	Norfolk Rwy. and Light Co.	16.02	17,073.02	512.19
314004	New York, Philadelphia and Norfolk Wharf at Fortress Monroe to Newport News.	Newport News, Hampton and Old Point Rwy. Co.	10.00	6,780.00	220.00
314005	Schuyler to Rockfish Depot.	Virginia Seaplane Co.	4.16	7,793.70	250.00
314006	Lynchburg to College Park.	Lynchburg Traction and Light Co.	2.65	6,252.80	250.00
314007	Cape Henry to Norfolk.	Chesapeake Transit Co. c.	18.18	24,652.06	738.56
			67.02	71,579.62	2,302.60
	WEST VIRGINIA.				
316001	Marina Ferry, Ohio, to Benwood and Lansing.	Wheeling Traction Co.	10.34	28,612.32	858.35
316002	Wheeling to Whitfield.	Wheeling and Elm Grove R. R. Co.	4.01	2,610.26	100.00
316003	Huntington and Central City Station.	Camden Interstate Rwy. Co. c.	2.19	4,340.58	200.00
			16.54	35,463.16	1,158.35

F.—Electric and cable car mail service in operation June 30, 1903—Continued.

Route No.	State and terminal.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	NORTH CAROLINA.							Dollars.
33001	Southern Place Station (n. o.) to Pinehurst.	Pinehurst R. R.	6.51	9,504.60	Pt. in.	Closed pouch.	3.00	286.13
33002	Wilmington to Weighsville.	Consolidated Railways, Light and Power Co.	9.17	9,114.88		do.	3.00	273.44
	SOUTH CAROLINA.							
33001	Mount Pleasant Landing (n. o.) to Mountsville.	Charleston Consolidated Rwy., Gas and Electric Co.	3.01	6,278.64		Closed pouch.		250.00
33002	Glendale to Spartanburg.	Spartanburg Rwy., Gas and Electric Co.	6.33	8,651.28		do.	3.00	259.53
	GEORGIA.							
32001	Savannah to Thunderbolt.	Savannah Electric Co. of Savannah, Ga.	9.39	14,930.12				509.53
	FLORIDA.							
32001	Tampa to Substation No. 2.	Tampa Electric Co.	1.96	1,220.70		Closed pouch.		150.00
32002	Jacksonville to mail stations.	Jacksonville Electric Co.	4.51	6,622.86		do.		250.00
	ALABAMA.							
32401	Birmingham to Eneley, Birmingham to Eastlake.	Birmingham Rwy. and Electric Co.	12.86	25,488.52		Closed pouch.	8.00	764.64
32402	Gadsden to Union Depot at Attalla.	Alabama City, Gadsden and Attalla Rwy. Co.	6.02	13,183.90		do.	8.00	395.51
	TEXAS.							
32701	Vacant.		18.88	89,672.32				1,160.15
32702	Memphis to mail stations and post-offices.	Memphis Street Rwy. Co.	23.57	38,119.86		Closed pouch.	3.00	1,143.58
32703	Vacant.							
32704	Nashville to Station A.	Citizens' Rapid Transit Co.	6.07	7,866.73		do.		250.00
32705	Vacant.							
32706	Chattanooga to mail stations and post-offices.	Chattanooga Electric Co.	16.97	35,172.86		do.	3.00	1,055.17
32707	Nashville to East Nashville Station.	Nashville Street Rwy. Co.	2.40	4,845.60		do.		200.00

327008 329009	Vacant. St. Elmo Station, of Chattanooga, to Lookout Mountain.	Rapid Transit Co. ^e	2.04	2,766.24	.....do.....	175.00
			51.15	88,771.28		2,823.75
329001	Covington to mail stations, railroad stations, and post-offices.	South Covington and Cincinnati Street Rwy. Co.	18.10	56,954.78	Closed pouch....	3.00
329002 329003 329004 329005	Vacant. Vacant. Vacant. Louisville to mail stations.	Louisville Rwy. Co.	9.06	18,237.78	.....do.....	547.13
			27.16	75,192.56		2,255.76
331001	Newark to Granville.....	Newark and Granville Street Rwy. Co.	7.87	12,315.55	Closed pouch....	3.00
331002	Canton to Massillon.....	Canton-Akron Rwy. Co.	8.00	10,016.00	.....do.....	399.50
331003	Vacant.					390.48
331004	Sandusky to Norwalk.....	Lake Shore Electric Rwy. Co.	17.28	48,649.84	.....do.....	1,000.00
331005	Cleveland to Euclid.....	Cleveland Electric Rwy. Co.	10.63	41,845.77	.....do.....	915.60
331006	Cleveland to Station F.....	.....do.....	5.25	27,606.87	.....do.....	520.12
331007	Cleveland to Brooklyn.....	.....do.....	4.60	16,838.19	.....do.....	441.20
331008	Cleveland to Station C.....	Cleveland City Rwy. Co.	2.33	15,385.96	.....do.....	461.57
331009	Cleveland to Glenville.....	.....do.....	4.77	9,320.58	.....do.....	279.61
331010	Cleveland to Lorain and Cleveland Rwy.....	.....do.....	6.97	18,941.24	.....do.....	568.22
331011	Piqua to Troy.....	Miami Valley Rwy. Co.	9.00	16,902.00	.....do.....	400.00
331012	Elvria to Lorain.....	Lorain Street Rwy. Co.	9.30	41,719.80	.....do.....	716.61
331013	Columbus to mail stations and post-offices.....	Columbus Rwy. Co.	13.31	23,404.67	.....do.....	702.13
331015	Cincinnati to Station B (Lockland).....	Cincinnati Interurban Co. ^e	10.70	25,252.01	.....do.....	757.86
331016	Cincinnati to mail stations.....	Cincinnati Traction Co.	52.15	32,590.35	Independent.....	3,786.99
				98,318.75	Closed pouch....	2,949.52
331017	Vacant.				.....do.....	250.00
331018	Youngstown, Station B (Brier Hill) to Station A (Hazelton).....	Maioning Valley Rwy. Co.	3.98	10,249.44	.....do.....	250.00
331019	Dayton to National Military Home.....	The Peoples Rwy. Co.	3.85	7,522.90	.....do.....	200.00
331020	Vacant.				.....do.....	250.00
331021	Cleveland to Lorain Street Depot (n. o.).....	Cleveland City Rwy. Co.	4.02	4,976.76	.....do.....	200.00
331022	Kannus to Berea.....	Cleveland, Elvria and Western Rwy. Co.	5.26	7,861.83	.....do.....	200.00
331023	Cleveland (Station F) to Northfield.....	The Akron, Bedford and Cleveland R. R. Co.	10.84	13,571.68	.....do.....	200.00
331024	Euclid to Fairport Harbor.....	Cleveland, Painesville and Eastern R. R. Co.	22.86	23,228.97	Apartment.....	1,140.50
				31,877.76	Closed pouch....	955.32
331025	Vacant.					
331026	Vacant.					
331027	Vacant.					
331028	Cleveland to Garrettsville.....	Eastern Ohio Traction Co.	45.25	56,019.50	Apartment.....	4,201.46
331029	Cleveland City Rwy. Co. to Lorain.....	Lake Shore Electric Rwy. Co.	19.48	11,268.00	Closed pouch....	389.04
331030	Vacant.			24,116.24	.....do.....	600.00

F.—Electric and cable car mail service in operation June 30, 1903—Continued.

Route No.	State and terminus.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	OHIO—continued.						<i>Cents.</i>	<i>Dollars.</i>
331031	Cleveland (Lorain Street depot) to Norwalk	Cleveland, Elyria and Western Rwy. Co.	62.41	67,232.40	Fl. in.	Closed pouch.	(a)	1,816.83
331032	Dayton to Eason.	Dayton and Western Traction Co.	23.98	15,011.48	.....do	.....do	3.00	3,450.34
331033	Hamilton to Cincinnati (Station K).	Cincinnati, Dayton and Toledo Traction Co.	15.10	15,424.64	.....do	.....do	3.00	462.73
331034	Toledo to Maumee, Perrysburg and Rossford Circuit.	Toledo and Maumee Valley Rwy. Co.	9.87	11,814.65	.....do	.....do	3.00	354.43
331035	Canton to Bucyrus.	Ohio Central Traction Co.	12.04	15,074.06	.....do	.....do	3.00	452.22
331036	Vacant.	The Northern Ohio Traction Co.	2.32	4,533.28	.....do	.....do	3.00	200.00
331037	Akron to South Akron Station.	Tuscarawas Traction Co.	12.33	17,337.07	.....do	.....do	3.00	520.11
331038	Canal Dover to Uhrichsville.	The Dayton, Springfield and Urbana Electric Rwy. Co.	9.16	12,429.23	.....do	.....do	3.00	372.87
331039	Vacant.	Dayton and Xenia Transit Co.	18.42	11,530.92	.....do	.....do	3.00	345.92
331040	New Carlisle to Fairfield.	Cleveland and Eastern Rwy. Co.	48.50	50,758.00	10 0	Apartment.	7.50	3,906.85
331041	Dayton to Spring Valley.	The Zanesville Electric Rwy. Co.	2.34	9,285.00	.....do	Closed pouch.	3.00	278.55
331042	Cleveland to Chardon and Middlefield.	The Dayton, Springfield and Urbana Electric Rwy. Co.	2.34	5,793.84	.....do	.....do	(c)	173.81
331043	Vacant.	Ohio River Electric Rwy. and Power Co.	4.24	4,673.09	.....do	.....do	3.00	200.00
331044	Zanesville to Tite Station.	Toledo, Bowling Green and Fremont Rwy. Co.	3.51	4,345.38	.....do	.....do	3.00	200.00
331045	Minersville to Middleport.	Cincinnati, Dayton and Toledo Traction Co.	5.48	6,890.96	.....do	.....do	(c)	250.00
331046	Jerry City to Mungen.	The Dayton and Northern Traction Co.	13.67	4,278.71	.....do	.....do	3.00	150.00
331047	Miamisburg to Germantown.	Toledo and Western Rwy. Co.	15.45	14,507.55	.....do	.....do	3.00	435.22
331048	Urbana to Springfield.	The Dayton and Northern Traction Co.	3.93	4,920.36	.....do	.....do	(c)	147.61
331049	Findsboro to Findlay.	Toledo, Findlay and Findlay Rwy. Co.	15.69	17,609.38	.....do	.....do	3.00	528.37
331050	Arcanum to Lima.	The Dayton and Northern Traction Co.	9.50	19,193.16	.....do	.....do	3.00	575.79
331051	Dayton to Brookville.	Columbus, New Albany and Johnstown Traction Co.	48.36	67,097.40	.....do	.....do	3.00	2,012.92
331052	Urbana to Columbus.	Toledo and Troy Electric Rwy. Co.	12.76	15,796.88	.....do	.....do	3.00	473.90
331053	Toledo to Fayette.	The Western Ohio Rwy. Co.	12.51	23,318.64	.....do	.....do	3.00	699.55
331054	Dayton to Glengensburg.	East Liverpool and Rock Spring Rwy. Co.	1.78	3,342.84	.....do	.....do	3.00	175.00
331055	St. Marys to Minister.	Pennsylvania and Ohio R. R. Co.	10.52	7,679.60	.....do	.....do	3.00	250.00
331056	East Liverpool to Mercer (W. Va.).	Canton-Akron Rwy. Co.	23.07	32,345.42	.....do	.....do	3.00	970.36
331057	Adrian to Jefferson.	Columbus, Buckeye, Lake and Newark Traction Co.	22.02	29,550.84	.....do	.....do	3.00	886.52
331058	Akron to Canton.							
331059	Columbus to Kirkersville.							

331060	Piqua to Dayton	The Dayton, Covington and Piqua Traction Co.	32.17	20,138.42	.....do.....	3.00	604.15
331061	Pemberville to Bowling Green	Lake Erie, Bowling Green and Napoleon Rwy. Co. ^c	12.31	7,706.06	.....do.....	.....	250.00
			740.59	1,145,900.35			40,599.48
	INDIANA.						
333001	Indianapolis to mail stations	Indianapolis Traction and Terminal Co.	14.99	27,936.10	Closed pouch	3.00	835.08
333002	Alexandria to Anderson	Union Traction Co.	11.14	18,692.66	.....do.....	3.00	587.77
333003	Lafayette to Sanders' Home and West Lafayette Station	Lafayette Street Rwy. Co.	5.89	10,552.88	.....do.....	3.00	816.57
333004	Elkhart to Goshen	Indiana Rwy. Co.	10.25	11,223.75	.....do.....	(a)	834.71
333005	Brazil to Terre Haute	Terre Haute Electric Co.	16.05	20,094.60	.....do.....	.....	300.00
333006	Vacant	Indianapolis, Columbus and Southern Traction Co. ^c	21.57	6,751.41	.....do.....	.....	250.00
333007	Franklin		79.89	95,051.40			2,596.13
	ILLINOIS.						
335001	Moline to Milan	Tri-City Rwy. Co.	8.72	5,458.72	Closed pouch .....	.....	250.00
335002	Vacant						
335003	Chicago to Garfield Park Station	West Chicago Street R. Co. ^b	5.45	48,981.24	Independent	13.50	6,612.46
335004	Chicago to mail stations	Chicago Union Traction Co.	13.45	123,835.84	.....do.....	13.50	16,650.26
335005	Chicago to Roger Park Station .....	.....do.....	12.79	81,618.80	.....do.....	13.50	11,018.58
335006	Chicago (Michigan avenue and Washington street) to mail stations (22d street, M, and N)	Chicago City Rwy. Co. ^b	7.15	64,297.10	Trailer	8.34	4,528.37
335007	Urbana to Champaign	Urbana and Champaign Rwy., Gas and Electric Co.	2.35	9,071.00	Closed pouch	3.00	272.13
335008	Kankakee to Indiana, Illinois, and Iowa R. R.	Kankakee Electric Rwy. Co.	89	1,114.28	.....do.....	.....	150.00
335009	Kankakee to Bourbonnais Rural Station	North Kankakee Electric Light and Rwy. Co.	3.59	6,977.60	.....do.....	.....	250.00
335010	Kankakee to Hospital	Kankakee Electric Rwy. Co.	1.70	3,869.40	.....do.....	.....	175.00
335011	Upper Alton to North Alton	Alton Rwy., Gas and Electric Co.	5.42	9,008.42	.....do.....	3.00	270.25
335012	Peoria to Peoria Heights Station	Central Rwy. Co.	4.06	4,969.44	.....do.....	.....	200.00
335013	Vacant						
335014	Harvard to Pontiana (Wis.)	Chicago, Harvard and Lake Geneva Rwy. Co.	10.63	14,822.60	.....do.....	3.00	444.66
335015	Chicago to Sixty-third street and Jackson Park avenue (n. o.)	Chicago City Rwy. Co.	11.00	102,289.24	Independent	13.50	13,809.04
335016	Peoria (Main and Jefferson streets) to Terminal Station	Peoria and Pekin Terminal Rwy.	5.19	8,122.35	Closed pouch .....	.....	250.00
335017	East St. Louis to Alta Site Station	East St. Louis Rwy. Co. ^c	3.04	4,079.68	.....do.....	.....	200.00
335018	Carverville to Herrin and Marion	Coal Belt Electric Rwy. Co. ^c	13.32	10,544.97	.....do.....	3.00	401.55
			109.35	487,059.98			55,482.25

F.—Electric and cable car mail service in operation June 30, 1903—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car. Ft. in.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
	MICHIGAN.						Cents.	Dollars.
837001	Filer City to Eastlake.....	Manistee, Filer City and Eastlake Rwy. Co.	8.99	11,255.48		Closed pouch...	3.00	387.66
837002	Vacant.							
837003	South Bay Station (Bay City) to Emmerville...	Bay Cities Consolidated Rwy. Co.	6.00	7,512.00		do.		280.00
837004	Detroit to Port Huron	Rapid Rwy. Co.	71.24	44,596.24	10 0	Apartment	7.50	8,844.71
837005	Detroit to Farmington	Detroit and Northwestern Rwy.	19.88	24,919.04		Closed pouch...	3.00	1,487.57
837006	Detroit to Lakeshore	Detroit and Lake St. Clair Rwy.	18.05	24,896.76		do.	3.00	746.69
837007	(Grand Rapids to mail stations, railroad stations, and post-offices.	Grand Rapids Rwy. Co.	21.452	21,452.22		do.	3.00	648.56
837008	Detroit to Romeo	Detroit United Rwy. Co.	19.60	28,380.35	14 0	Independent	10.50	2,974.68
837009	Battlecreek to Kalamazoo	Michigan Traction Co.	39.44	29,707.46		Closed pouch...	3.00	891.22
837010	Oxford to Flint	Detroit United Rwy. Co.	49.378	49,378.88		do.	3.00	1,481.86
837011	Ypsilanti to Saline	Detroit United Rwy. Co.	6.74	4,219.24		do.		200.00
837012	Detroit (Station D) to St. Clair Heights	Detroit United Rwy. Co.	27.88	84,905.76		do.	3.00	1,047.17
837013	Grand Rapids to Muskegon	Grand Rapids, Grand Haven and Muskegon Rwy. Co.	10.84	10,178.76		do.	3.00	306.86
837014	Detroit to Trenton	Detroit United Rwy. Co.	2.75	1,721.50		do.	(a)	51.64
			38.79	28,771.05		do.	3.00	713.12
			15.76	83,064.78		do.	3.00	991.94
			285.96	372,902.52				15,416.68
	WISCONSIN.							
839001	Racine to Racine Junction Station	Milwaukee Electric Rwy. and Light Co.	1.85	9,546.00		Closed pouch...	3.00	286.88
839002	Superior to West Superior and South Superior	Duluth Street Rwy. Co.	5.75	3,619.00		do.		200.00
839003	Sheboygan to Sheboygan Falls	Sheboygan Light, Power and Rwy. Co.	6.37	8,687.72		do.	3.00	299.13
839004	Two Rivers to Manitowoc	Manitowoc and Northern Traction Co.	7.50	5,775.00		do.		250.00
839005	Oaukosh to Omro	Winnebago Traction Co.	10.92	14,807.62		do.	3.00	444.22
839006	Marquette to Menasha Station	Marquette Gas, Electric Light and Street Rwy. Co.	1.95	3,966.30		do.		200.00
			84.34	45,951.54				1,639.78
	MINNESOTA.							
841001	St. Paul to mail stations and Minneapolis	Twin City Rapid Transit Co.	25.61	67,762.58		Closed pouch...	3.00	2,032.56
841002	Vacant.							
841003	Duluth to end of bridge and Lakeview	Duluth Street Rwy. Co.	14.74	11,910.80		do.	3.00	387.32
841004	Duluth to Hunters Park Station	do.	4.89	8,121.50		do.		250.00

241005	St. Paul to Stillwater.....	Twin City Rapid Transit Co.....	20.51	22,623.62	do.....	3.00	708.70
241006	Vacant.....	North Side Street Rwy. Co. c.....	2.11	1,320.86	do.....		150.00
241007	Minneapolis (North Pennsylvania avenue and Thirty-second street) to Robbinville.						3,498.56
IOWA.							
243001	Des Moines to mail stations and post-offices.....	Des Moines City Rwy. Co.....	30.48	63,102.72	Closed pouch.....	3.00	1,993.05
243002	Vacant.....						
243003	Iowa Central Rwy., via Mason City, to Clear Lake.....	Mason City and Clear Lake Traction Co.....	11.84	17,816.40	do.....	3.00	534.49
243004	Council Bluffs to Omaha (Nebr.).....	Omaha and Council Bluffs Rwy. and Bridge Co.	4.69	27,003.56	do.....	3.00	810.10
243005	Vacant.....						
243006	Toledo to Chicago and Northwestern Rwy. station at Panama.....	Tama and Toledo Electric Rwy. and Light Co.	2.56	8,290.09	do.....		250.00
243007	Denver to Waterloo.....	Waterloo and Cedar Falls Rapid Transit Co.	13.54	16,962.08	do.....	3.00	508.56
			62.61	133,164.85			3,996.20
MISSOURI.							
245001	St. Louis to mail stations and post-offices.....	St. Louis Transit Co.....	50.72	205,247.51	Independent.....	13.50	27,708.89
245002	do.....			6,534.91	Closed Pouch.....	3.00	199.11
245003	St. Louis to mail stations.....	St. Louis and Suburban Rwy. Co.....	21.28	46,497.76	Independent.....	10.50	4,252.26
245004	St. Joseph to mail stations and Veris.....	St. Louis and Meramec River R. R. Co.....	12.11	8,247.50	Closed Pouch.....	3.00	240.42
245005	Kansas City to mail stations and post-offices.....	St. Joseph Rwy., Light, Heat and Power Co. Metropolitan Street Rwy. Co.	10.81	86,602.86	Independent.....	10.50	3,832.80
			19.48	21,172.31	Closed Pouch.....	3.00	635.15
				51,923.53	Independent.....	12.50	7,000.44
				29,562.94	Closed pouch.....	3.60	886.53
			114.40	399,381.32			44,774.35
LOUISIANA.							
249001	New Orleans to mail stations.....	New Orleans City R. R. Co.....	14.30	58,754.20	Closed pouch.....	3.60	1,762.62
TEXAS.							
250001	Houston to Houston Heights.....	Houston Electric Co.....	5.70	10,983.60	Closed pouch.....	3.60	329.50
250002	Texas and Pacific R. R. at Fort Worth to Stock Yards Station.	Northern Texas Traction Co. c.....	3.02	5,985.64	do.....		250.00
			8.72	16,969.24			579.50
KANSAS.							
255001	Topeka to mail stations.....	The Topeka Rwy. Co.....	5.28	21,324.26	Closed pouch.....	3.60	639.78
255002	Pittsburg to Chillicoee.....	Pittsburg R. R. Co. c.....	4.11	5,515.62	do.....		250.00
			9.39	26,841.90			889.78

F.—Electric and cable car mail service in operation June 30, 1903—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.
NEBRASKA.								
357001	Lincoln to University Place and Collegeview	Lincoln Traction Co.	Miles. 10.53	24,260.48	Ft. in.	Closed pouch...	Cents. 3.00	Dollars. 727.81
357002	Vacant.							
357003	Vacant.							
357004	Omaha to Station C, South Omaha, and railroad stations.	Omaha Street Rwy. Co.	5.32	40,900.70		do	3.00	1,227.02
357005			16.15	65,161.13				1,954.83
COLORADO.								
355001	Denver to post-offices.	Denver City Tramway Co.	27.21	43,859.46		Closed pouch...	3.00	1,300.77
NEW MEXICO.								
357001	Las Vegas to Hot Springs.	The Las Vegas and Hot Springs Electric Rwy., Light and Power Co.	6.06	8,876.80		do	3.00	266.29
UTAH.								
359001	Salt Lake City to mail stations.	Consolidated Rwy. and Power Co.	20.73	29,416.90		do	3.00	882.50
359002	Ogden to Five Points Station.	Ogden Rapid Transit Co.	2.61	3,502.26		do		200.00
			23.34	32,919.16				1,082.50
WASHINGTON.								
371001	Tacoma to mail stations and post-offices.	Tacoma Rwy. and Power Co.	33.92	44,918.06		Closed pouch...	3.00	1,347.54
371002	Olympia to Tumwater.	Olympia Light and Power Co.	2.88	1,802.88		do		150.00
371003	Vacant.							
371004	Vacant.							
371005	Seattle to mail stations and post-offices.	Seattle Electric Co.	28.38	26,699.06	16 0	Independent...	12.00	3,203.88
371006	Vacant.			17,813.32		Closed pouch...	3.00	584.39
371007	Seattle to Renton.	Seattle and Rainier Rwy. Co.	12.49	13,437.10		do	(a)	335.81
371008	Vacant.							
371009	Vacant.							
371010	Vacant.							
371011	Everett to Lowell.	Everett Rwy. and Electric Co.	2.64	6,232.48		do	(a)	156.97
			80.81	109,902.92				5,728.59

G.—Mail service as in operation June 30, 1902, and June 30, 1903, showing increase and decrease, and percentage of increase and decrease from June 30, 1902, to June 30, 1903.

Items.	June 30, 1902.	June 30, 1903.	Increase from June 30, 1902, to June 30, 1903.	Decrease from June 30, 1902, to June 30, 1903.	Percentage of increase from June 30, 1902, to June 30, 1903.	Percentage of decrease from June 30, 1902, to June 30, 1903.
STAR SERVICE.						
Number of routes.....	21,767	20,618	.....	1,154	.....	5.30
Length of routes (miles).....	259,539.92	249,364.68	.....	10,175.24	.....	3.92
Number of miles traveled per annum.....	130,087,224.64	127,240,152.72	.....	2,847,071.92	.....	2.18
Annual rate of expenditure.....	\$5,646,778.59	\$5,614,999.95	\$31,778.64	.....	17.14	.....
Rate of cost per mile traveled (cents).....	4.24	5.20	96	.....	19.81	.....
Rate of cost per mile of length.....	\$21.75	\$26.52	\$4.77	.....	21.93	.....
Average number of trips per week.....	4.81	4.90	.09	.....	1.87	.....
SPECIAL OFFICE SERVICE.						
Number of routes.....	1,788	1,441	.....	347	.....	19.40
Length of routes (miles).....	16,549.14	13,485.83	.....	3,063.31	.....	18.51
Number of miles traveled per annum.....	3,742,140.56	3,107,112.04	.....	635,028.52	.....	16.96
Annual rate of expenditure.....	\$38,847.73	\$37,238.79	.....	\$1,608.94	.....	4.14
Rate of cost per mile traveled (cents).....	1.04	1.19	.15	.....	14.42	.....
Rate of cost per mile of length.....	\$2.35	\$2.76	\$0.41	.....	17.44	.....
Average number of trips per week.....	2.17	2.21	.04	.....	1.84	.....
STEAMBOAT SERVICE.						
Number of routes.....	210	214	4	.....	1.90	.....
Length of routes (miles).....	34,838.85	39,904.65	5,065.80	.....	16.20	.....
Number of miles traveled per annum.....	5,416,897.72	5,582,479.46	116,081.74	.....	2.14	.....
Annual rate of expenditure.....	\$598,251.05	\$679,724.92	\$81,473.87	.....	13.61	.....
Rate of cost per mile traveled (cents).....	11.04	12.28	1.24	.....	11.23	.....
Rate of cost per mile of length.....	\$17.42	\$17.03	.....	\$0.39	.....	2.23
Average number of trips per week.....	1.51	1.33	.....	.18	.....	11.92
RAILROAD SERVICE.						
Number of routes.....	2,844	2,935	91	.....	3.20	.....
Length of routes (miles).....	187,129.73	192,852.08	5,722.35	.....	3.06	.....
Number of miles traveled per annum.....	312,521,478.50	338,491,684.43	20,970,206.93	.....	6.71	.....
Annual rate of expenditure:						
For transportation.....	\$35,049,211.22	\$36,607,524.80	\$1,558,313.58	.....	4.44	.....
For railway post-office cars.....	\$4,904,396.73	\$5,279,323.79	\$374,927.06	.....	7.64	.....
For transportation and railway post-office cars, combined.....	\$39,953,607.95	\$41,886,848.59	\$1,933,240.64	.....	4.84	.....
Rate of cost per mile traveled (cents):						
For transportation.....	11.21	10.97	.....	.24	.....	2.14
For transportation and railway post-office cars, combined.....	12.78	12.56	.....	.22	.....	1.72
Rate of cost per mile of length:						
For transportation.....	\$187.29	\$189.82	\$2.53	.....	1.35	.....
For transportation and railway post-office cars, combined.....	\$213.50	\$217.19	\$3.69	.....	1.72	.....
Average number of trips per week.....	16.06	16.63	.57	.....	3.55	.....
MAIL-MESSENGER SERVICE.						
Number of routes.....	7,542	7,600	58	.....	.77	.....
Length of routes (miles).....	5,258.24	5,113.29	.....	144.95	.....	2.75
Number of miles traveled per annum.....	10,495,622.40	10,629,373.02	133,750.62	.....	1.27	.....
Annual rate of expenditure.....	\$1,055,974.06	\$1,111,145.51	\$55,171.45	.....	5.22	.....
Rate of cost per mile traveled (cents).....	10.05	10.45	.39	.....	3.87	.....

G.—Mail service as in operation June 30, 1902, and June 30, 1903, etc.—Continued.

Items.	June 30, 1902.	June 30, 1903.	Increase from June 30, 1902, to June 30, 1903.	Decrease from June 30, 1902, to June 30, 1903.	Percentage of increase from June 30, 1902, to June 30, 1903.	Percentage of decrease from June 30, 1903, to June 30, 1902.
MAIL-MESSENGER SERVICE—continued.						
Rate of cost per mile of length.	\$200.82	\$217.30	\$16.48		8.20	
Average number of trips per week.	19.19	19.99	.80		4.17	
REGULATION, SCREEN, OR OTHER WAGON SERVICE.						
Number of routes.	233	263	30		12.87	
Length of routes (miles).	1,216.54	1,252.16	35.62		2.92	
Number of miles traveled per annum.	4,437,066.95	4,605,606.69	169,539.74		3.82	
Annual rate of expenditure.	\$788,822.67	\$859,247.18	\$70,424.51		8.99	
Rate of cost per mile traveled (cents).	17.76	18.65	.89		5.01	
Rate of cost per mile of length.	\$648.00	\$686.21	\$38.21		5.89	
Average number of trips per week.	35.07	35.37	.30		.85	
ELECTRIC AND CABLE CAR SERVICE.						
Number of routes.	327	379	52		15.90	
Length of routes (miles).	3,508.11	4,283.33	775.22		22.09	
Number of miles traveled per annum.	7,534,757.16	8,585,950.92	1,051,193.76		13.95	
Annual rate of expenditure.	\$414,348.75	\$461,216.40	\$46,867.65		11.31	
Rate of cost per mile traveled (cents).	5.50	5.37		.13		2.36
Rate of cost per mile of length.	\$118.11	107.67		\$10.44		8.83
Average number of trips per week.	20.65	19.27		1.38		6.68
RAILWAY MAIL SERVICE.						
Number of officers and clerks.	9,627	10,555	928		9.63	
Annual rate of expenditure.	\$10,264,588.38	\$11,250,042.12	\$985,453.74		9.60	
MAIL EQUIPMENT.						
Mail bags, etc.	\$274,811.89	\$273,762.07		\$549.82		.20
Mail locks and keys, etc.	\$42,792.63	\$42,577.63		\$215.00		.50
Repair shop for mail equipment.	\$8,422.58	\$8,473.58	\$51.00			
Total.	\$325,527.10	\$324,813.28				.22
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure.	\$196,636.25	\$167,175.00		\$28,461.25		14.55
PNEUMATIC-TUBE SERVICE.						
Number of routes.		3				
Length of routes (miles).		12.49				
Annual rate of expenditure.		\$201,095.14				
MISCELLANEOUS ITEMS, OFFICE SECOND ASSISTANT POSTMASTER-GENERAL.						
Expended during the year.		\$995.46				
RECAPITULATION.						
Total number of routes.	34,711	33,448		1,263		3.63
Total length of routes (miles).	507,540.584	506,268.46		1,272.074		.25
Total number of miles traveled per annum.	474,234,687.93	493,193,359.28	18,958,671.35		4	
Total annual expenditure.	\$59,281,877.534	\$63,594,542.347	\$4,312,664.814		7.27	
Rate of cost per mile traveled (cents).	12.50	12.89	.39		3.12	
Rate of cost per mile of length.	\$116.80	\$125.61	\$8.81		7.54	
Average number of trips per week.	8.98	9.36	.38		4.23	

a Acting clerks are not included in the figures for 1902, but are added in the number for 1903, making the actual increase for 1903, 824, or 8.46 per cent.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1903, and also on certain unadjusted routes in other sections; the adjustment of the rates based upon returns of the weight of mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles; c. p., closed-pouch service; t. a. w., round trips a week. Weighed for 60 working days from March 4, 1903, and adjusted from July 1, 1903, unless otherwise noted.]

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per portion.	Dollars.	Annual rate of pay for transportation.	Dollars.
109082	NEW JERSEY. Morristown, Whippany.	Whippany River R. R. Co.	Miles. 4.31	Pounds 88	10.00	c. p. 12 t. a. w., Morristown and Whippany, 4.31 m. Weighed 42 days from Feb. 20, 1901. Adjusted from July 1, 1901.	12.00	42.75	184.25		
131001	OHIO. Bellaire, Chicago.....	Baltimore and Ohio R. R. Co.	191.01	16,117	28.09	r. p. o. authorized 3 l. 40 ft., Bellaire to Newark, 2 l. 40 ft., thence to Chicago; r. p. o. run, 50 by 9, 24 out, 21 in, Bellaire to Newark, 108.80 m., 17 out, 14 in, thence to Chicago, 87 m., apt. 18 by 8, 6 t. a. w., Newark to Chicago, 87 m.; c. p. 7 t. a. w., Bellaire to Quaker City, 34.92 m.; 13 t. a. w., thence to Cambridge, 17.09 m.; 7 t. a. w., thence to Zanesville, 25.61 m., 19 out, 20 in, thence to Newark, 25.20 m., 7 t. a. w., thence to Chicago, 87.19 m.; r. p. o. car pay, \$12,135 per annum, being \$75 per m. for 103.80 m., and \$50 per m. for 87 m. r. p. o. authorized 5 l. 60 ft., 1 l. 40 ft., Pittsburg, Pa., to Mansfield, Ohio; 54 l. 60 ft., thence to Chicago, Ill.; r. p. o. run, 60 by 9, 35 out, 41 in, 40 by 9, 7 t. a. w., Pittsburg to Mansfield, 175.27 m.; 60 by 9, 35 out, 40 in, thence to Chicago, 293.05 m.; storage, 60 by 9, 6 out, Pittsburg to Chicago, 468.32 m.; apt. 25 by 9, 26 out, 18 in, 20 by 9, 6 out, Pittsburg to Allegheny, 0.98 m., 25 by 9, 26 out, 18 in, 20 by 9, 18 t. a. w., thence to Beaverfalls, 29.21 m.; 25 by 9, 26 out, 18 in, 20 by 9, 12 out, 6 in, thence to Homewood, 4.56 m.; 25 by 9, 14 out, 6 in, 20 by 9, 6 out, thence to Alliance, 37.96 m.; 25 by 9, 7 out, 6 in, 20 by 9, 6 out, thence to Orville, 40.87 m.; 25 by 9, 7 out, 6 in, thence to Crestline, 64.60 m.; 25 by 9, 6 out, thence to Fort Wayne, 131.55 m.; 25 by 9, 6 out, 20 by 9, 6 out, thence to Chicago, 148.13 m.; c. p. 20 out, 45 in, Pittsburg to Allegheny, 0.98 m.; 32 out, 57 in, thence to Sewickley, 11.52 m.; 20 out, 45 in, thence to Freedom, 11.66 m.; 32 out, 57 in, thence to Rochester, 1.35 m.; 26 out, 45 in, thence to Beaverfalls, 4.88 m.; 20 out, 45 in, thence to Homewood, 4.56 m.; 7 out, 27 in, thence to New Waterford, 19.59 m.; 13 out, 27 in, thence to Salem, 15.38 m.; 13 out, 33 in, thence to All-	29.70	288.99	56,199.97		
131002	Pittsburg, Pa., Chicago, Ill.	Pennsylvania Co.....	468.32	104,562	32.25	r. p. o. authorized 5 l. 60 ft., 1 l. 40 ft., Pittsburg, Pa., to Mansfield, Ohio; 54 l. 60 ft., thence to Chicago, Ill.; r. p. o. run, 60 by 9, 35 out, 41 in, 40 by 9, 7 t. a. w., Pittsburg to Mansfield, 175.27 m.; 60 by 9, 35 out, 40 in, thence to Chicago, 293.05 m.; storage, 60 by 9, 6 out, Pittsburg to Chicago, 468.32 m.; apt. 25 by 9, 26 out, 18 in, 20 by 9, 6 out, Pittsburg to Allegheny, 0.98 m., 25 by 9, 26 out, 18 in, 20 by 9, 18 t. a. w., thence to Beaverfalls, 29.21 m.; 25 by 9, 26 out, 18 in, 20 by 9, 12 out, 6 in, thence to Homewood, 4.56 m.; 25 by 9, 14 out, 6 in, 20 by 9, 6 out, thence to Alliance, 37.96 m.; 25 by 9, 7 out, 6 in, thence to Orville, 40.87 m.; 25 by 9, 7 out, 6 in, thence to Crestline, 64.60 m.; 25 by 9, 6 out, thence to Fort Wayne, 131.55 m.; 25 by 9, 6 out, 20 by 9, 6 out, thence to Chicago, 148.13 m.; c. p. 20 out, 45 in, Pittsburg to Allegheny, 0.98 m.; 32 out, 57 in, thence to Sewickley, 11.52 m.; 20 out, 45 in, thence to Freedom, 11.66 m.; 32 out, 57 in, thence to Rochester, 1.35 m.; 26 out, 45 in, thence to Beaverfalls, 4.88 m.; 20 out, 45 in, thence to Homewood, 4.56 m.; 7 out, 27 in, thence to New Waterford, 19.59 m.; 13 out, 27 in, thence to Salem, 15.38 m.; 13 out, 33 in, thence to All-	53.941	234.62	578,197.23		

131008	Wellsville, Bellaire...	Pennsylvania Co.....	46.99	1,883	23.21	apts. 13.45 m.; 7 out, 20 in, thence to Canton, 18.25 m.; 7 out, 14 in, thence to Massillon, 8.15 m.; 13 out, 14 in, thence to Orrville, 14.47 m.; 7 out, 14 in, thence to Londonville, 32.50 m.; 13 out, 14 in, thence to Mansfield, 18.73 m.; 7 out, 14 in, thence to Upper Sandusky, 42.22 m.; 19 out, 14 in, thence to Forest, 12.09 m.; 13 out, 14 in, thence to Lima, 31.20 m.; 7 out, 14 in, thence to Fort Wayne, 59.41 m.; 7 out, 20 in, thence to Warsaw, 39.48 m.; 7 out, 14 in, thence to Colehour (n. o.), 94.99 m.; 26 out, 44 in, thence to Grand Crossing, 4.88 m.; 32 out, 44 in, thence to Chicago, 9.28 m.; r. p. o. car pay, \$133.169.75 per annum, being \$800 per m. for 175.27 m. and \$27.5 per m. for 238.05 m.	27.27	120.56	5,665.11
131004	Hudson, Columbus...	Cleveland, Akron and Columbus Rwy. Co.	144.60	3,965	28.65	aptd. 20 by 9, 12 t. a. w., Wellsville and Bellaire, 46.52 m.; c. p. 18 out, 12 in, Wellsville and Bridgeport, 42.74 m.; 18 t. a. w., thence to Bellaire, 4.25 m.	23.08	155.61	22,501.20
131005	Cleveland, Leavittsburg.	Erie R. R. Co.....	50.05	16,960	43.37	aptd. 19 by 9, 6 t. a. w., and 15 by 9, 6 t. a. w., Hudson and Columbus, 144.40 m.; c. p. 15 t. a. w., Hudson and Akron, 13.99 m.; 14 t. a. w., thence to Warwick, 14.83 m.; 8 t. a. w., thence to Mount Vernon, 72.55 m.; 14 t. a. w., thence to Columbus, 44.63 m.	31.50	298.40	14,984.92
131006	Pittsburg, Pa., Cleveland.	Pennsylvania Co.....	149.28	10,868	26.79	r. p. o. authorized 1 l. 40 ft., Cleveland and Leavittsburg, 7 p. o. run, 41 by 9, 7 out, 62 by 9, 7 in, Cleveland and Leavittsburg, 50 m.; apt. 25 by 9, 7 t. a. w., Cleveland and Leavittsburg, 50 m.; c. p. 14 out, 21 in, Cleveland and Leavittsburg, 50.05 m.; r. p. o. car pay, \$1,250 per annum, being \$25 per m. for 50 m.	32.58	233.42	34,844.93
131007	Elyria, Millbury.....	Lake Shore and Michigan Southern Rwy. Co.	75.01	302,167	39.82	aptd. 25 by 9, 13 t. a. w., 20 by 9, 6 t. a. w., Pittsburg and Alliance, 93.08 m.; 25 by 9, 20 out, 13 in, 20 by 9, 6 t. a. w., thence to Hudson, 30.68 m.; 25 by 9, 20 out, 13 in, 20 by 9, 6 t. a. w., 19 by 9, 6 t. a. w., 15 by 9, 6 t. a. w., thence to Cleveland, 25.92 m.; c. p. 12 t. a. w., Pittsburg and Wellsville, 48.10 m.; 21 in, Alliance and Hudson, 30.68 m.; 14 out, 35 in, thence to Cleveland, 25.92 m.	62.90	3,346.47	251,018.71
131008	Bayard, New Philadelphia.	Pennsylvania Co.....	32.49	816	21.91	r. p. o. authorized 8 l. 60 ft., 1 l. 50 ft., Elyria and Millbury, 7 p. o. run, 60 by 9, 84 out, 49 in, Elyria and Millbury, 74.15 m.; storage, 60 by 9, 49 out, 7 in, Elyria and Millbury, 74.15 m.; apt. 18 by 9, 6 t. a. w., and 60 by 9, 7 in, Elyria and Millbury, 74.15 m.; c. p. 13 out, 20 in, Elyria and Port Clinton, 47.54 m.; 7 out, 20 in, thence to Millbury, 27.47 m.; r. p. o. car pay \$32.626 per an., being \$440 per m. for 74.15 m.	12.00	76.95	2,500.10
131009	Cleveland, Coshocton.	Wheeling and Lake Erie R. R. Co.	115.77	1,199	25.72	aptd. 16 by 9, 12 t. a. w., Bayard and New Philadelphia, 32.10 m.	19.21	93.20	10,798.76
131010	Sandusky, Chicago...	Baltimore and Ohio R. R. Co.	28.79	987	26.42	aptd. 20 by 9, 6 t. a. w., Cleveland and Coshocton, 115.05 m.; c. p. 27 out, 12 in, Cleveland and Kent, 32.10 m., 24 out, 12 in, thence to Canton, 27.50 m., 18 out, 6 in, thence to Navarre, 11.95 m., 6 t. a. w., thence to Coshocton, 44.22 m.	13.00	84.65	2,487.07
131011	Xenia, Richmond, Ind.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	57.54	37,490	34.08	aptd. 13 by 8, 6 t. a. w., Sandusky and Chicago, 28.79 m.	30.97	513.13	29,813.20
131012	Springfield, Sandusky	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	131.10	1,447	30.45	r. p. o. authorized 2 l. 60 ft., 1 l. 50 ft., Xenia and Richmond, 7 p. o. run, 60 by 9, 14 out, 35 in, Xenia and Richmond, 57.54 m.; apt. 19 by 9, 6 in, Xenia and Richmond, 57.54 m.; c. p. 27 out, 6 in, Xenia and Dayton, 16.04 m., 20 out, 6 in, thence to Richmond, 41.50 m.; r. p. o. car pay \$8,055.60 per an., being \$140 per m. for 57.54 m.	12.55	104.31	13,675.04

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
131020	OHIO—continued. Sandusky, Peoria, Ill.	Lake Erie and Western R. R. Co.	Miles. 415.49	Pounds. 1,453	29.38	apt. 25 by 9 6 t. a. w., Sandusky and Muncie, 178.58 m.; 12 t. a. w., thence to Peoria, 241.91 m.; c. p. 13 t. a. w., Sandusky and Muncie, 178.58 m.; 7 out, 1 in, thence to Frankfort, 60.60 m.; 7 t. a. w., thence to Hoopesstown, 68.36 m.; 7 out, 1 in, thence to Rankin, 11.86 m.; 7 t. a. w., thence to Paxton, 10.52 m.; 7 out, 6 in, thence to Peoria, 90.57 m. c. p. 12 out, 13 in, Carey and Findlay, 15.37 m.	18.36	104.31	Dollars. 45,589.76	
131021	Carey, Findlay	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	15.37	140	23.90	apt. 11 by 7, 6 t. a. w., Dayton and Union City, 47.20 m.; c. p. 20 t. a. w., Dayton and Union City, 47.20 m.; 11.40 ft., Toledo and Dayton r. p. o. authorized 11.60, 11.50, 11.40 ft., Toledo and Dayton r. p. o. run, 60 by 9, 14 t. a. w., 30 by 9, 6 t. a. w., Toledo and Dayton, 145.60 m.; c. p. 13 out, 13 in, Toledo and Deshler 37 m.; 13 t. a. w., thence to Defeso, 8.30 m.; 13 out, 7 in, thence to Ottawa, 6.40 m.; 9 out, 7 in, thence to Lima, 14.10 m.; 25 out, 13 in, thence to Aurora, 25.19 m.; 13 out, 13 in, thence to Dayton, 47.20 m.; r. p. o. car pay, \$16.514 per annum, being \$15 per m. for 13.60 m. r. p. o. authorized 11.60, 11.50, 11.40 ft., Hamilton and Indianapolis run, 60 by 9, 7 t. a. w., 30 by 9, 6 out, 7 in, Hamilton and Indianapolis, 96.90 m.; apt. 25 by 9, 7 t. a. w., and 30 by 9, 6 in, Hamilton and Indianapolis, 96.90 m.; c. p. 19 t. a. w., Hamilton and Indianapolis, 96.90 m.; r. p. o. car pay, \$8.301 per annum, being \$80 per m. for 96.90 m. r. p. o. authorized 21.40 ft., Cincinnati and Richmond, 21.40 ft., 11.60 ft., thence to Chicago, r. p. o. run, 40 by 9, 14 t. a. w., Cincinnati and Richmond, 71.58 m.; 40 by 9, 14 t. a. w., and 60 by 9, 7 out, thence to Chicago, 225.84 m.; apt. 22 by 9, 6 t. a. w., Cincinnati and Logansport, 181.99 m.; 30 by 9, 7 t. a. w., thence to Chicago, 118.43 m.; c. p. 6 out, 7 in, Cincinnati and Richmond, 71.58 m.; 6 out, 13 in, thence to Kokomo Junction (n. o.), 84.77 m.; 20 out, 27 in, thence to Logansport, 22.64 m.; 12 out, 19 in, thence to Chicago, 118.43 m.; r. p. o. car pay, \$20.667 per annum, being \$20 per m. for 74.58 m. and \$70 per m. for 225.84 m.	15.00	42.75	657.06	
131022	Dayton, Union City, Ind.	St. Louis Rwy. Co.	47.35	1,491	32.41	apt. 11 by 7, 6 t. a. w., Dayton and Union City, 47.20 m.; c. p. 20 t. a. w., Dayton and Union City, 47.20 m.; 11.40 ft., Toledo and Dayton r. p. o. authorized 11.60, 11.50, 11.40 ft., Toledo and Dayton r. p. o. run, 60 by 9, 14 t. a. w., 30 by 9, 6 t. a. w., Toledo and Dayton, 145.60 m.; c. p. 13 out, 13 in, Toledo and Deshler 37 m.; 13 t. a. w., thence to Defeso, 8.30 m.; 13 out, 7 in, thence to Ottawa, 6.40 m.; 9 out, 7 in, thence to Lima, 14.10 m.; 25 out, 13 in, thence to Aurora, 25.19 m.; 13 out, 13 in, thence to Dayton, 47.20 m.; r. p. o. car pay, \$16.514 per annum, being \$15 per m. for 13.60 m. r. p. o. authorized 11.60, 11.50, 11.40 ft., Hamilton and Indianapolis run, 60 by 9, 7 t. a. w., 30 by 9, 6 out, 7 in, Hamilton and Indianapolis, 96.90 m.; apt. 25 by 9, 7 t. a. w., and 30 by 9, 6 in, Hamilton and Indianapolis, 96.90 m.; c. p. 19 t. a. w., Hamilton and Indianapolis, 96.90 m.; r. p. o. car pay, \$8.301 per annum, being \$80 per m. for 96.90 m. r. p. o. authorized 21.40 ft., Cincinnati and Richmond, 21.40 ft., 11.60 ft., thence to Chicago, r. p. o. run, 40 by 9, 14 t. a. w., Cincinnati and Richmond, 71.58 m.; 40 by 9, 14 t. a. w., and 60 by 9, 7 out, thence to Chicago, 225.84 m.; apt. 22 by 9, 6 t. a. w., Cincinnati and Logansport, 181.99 m.; 30 by 9, 7 t. a. w., thence to Chicago, 118.43 m.; c. p. 6 out, 7 in, Cincinnati and Richmond, 71.58 m.; 6 out, 13 in, thence to Kokomo Junction (n. o.), 84.77 m.; 20 out, 27 in, thence to Logansport, 22.64 m.; 12 out, 19 in, thence to Chicago, 118.43 m.; r. p. o. car pay, \$20.667 per annum, being \$20 per m. for 74.58 m. and \$70 per m. for 225.84 m.	26.00	106.02	5,020.04	
131023	Toledo, Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	143.60	21,017	30.17	apt. 11 by 7, 6 t. a. w., Dayton and Union City, 47.20 m.; c. p. 20 t. a. w., Dayton and Union City, 47.20 m.; 11.40 ft., Toledo and Dayton r. p. o. authorized 11.60, 11.50, 11.40 ft., Toledo and Dayton r. p. o. run, 60 by 9, 14 t. a. w., 30 by 9, 6 t. a. w., Toledo and Dayton, 145.60 m.; c. p. 13 out, 13 in, Toledo and Deshler 37 m.; 13 t. a. w., thence to Defeso, 8.30 m.; 13 out, 7 in, thence to Ottawa, 6.40 m.; 9 out, 7 in, thence to Lima, 14.10 m.; 25 out, 13 in, thence to Aurora, 25.19 m.; 13 out, 13 in, thence to Dayton, 47.20 m.; r. p. o. car pay, \$16.514 per annum, being \$15 per m. for 13.60 m. r. p. o. authorized 11.60, 11.50, 11.40 ft., Hamilton and Indianapolis run, 60 by 9, 7 t. a. w., 30 by 9, 6 out, 7 in, Hamilton and Indianapolis, 96.90 m.; apt. 25 by 9, 7 t. a. w., and 30 by 9, 6 in, Hamilton and Indianapolis, 96.90 m.; c. p. 19 t. a. w., Hamilton and Indianapolis, 96.90 m.; r. p. o. car pay, \$8.301 per annum, being \$80 per m. for 96.90 m. r. p. o. authorized 21.40 ft., Cincinnati and Richmond, 21.40 ft., 11.60 ft., thence to Chicago, r. p. o. run, 40 by 9, 14 t. a. w., Cincinnati and Richmond, 71.58 m.; 40 by 9, 14 t. a. w., and 60 by 9, 7 out, thence to Chicago, 225.84 m.; apt. 22 by 9, 6 t. a. w., Cincinnati and Logansport, 181.99 m.; 30 by 9, 7 t. a. w., thence to Chicago, 118.43 m.; c. p. 6 out, 7 in, Cincinnati and Richmond, 71.58 m.; 6 out, 13 in, thence to Kokomo Junction (n. o.), 84.77 m.; 20 out, 27 in, thence to Logansport, 22.64 m.; 12 out, 19 in, thence to Chicago, 118.43 m.; r. p. o. car pay, \$20.667 per annum, being \$20 per m. for 74.58 m. and \$70 per m. for 225.84 m.	35.68	342.00	49,111.20	
131024	Hamilton, Indianapolis, Ind.	Cincinnati, Indianapolis and Western Rwy. Co.	98.90	22,220	36.72	apt. 11 by 7, 6 t. a. w., Dayton and Union City, 47.20 m.; c. p. 20 t. a. w., Dayton and Union City, 47.20 m.; 11.40 ft., Toledo and Dayton r. p. o. authorized 11.60, 11.50, 11.40 ft., Toledo and Dayton r. p. o. run, 60 by 9, 14 t. a. w., 30 by 9, 6 t. a. w., Toledo and Dayton, 145.60 m.; c. p. 13 out, 13 in, Toledo and Deshler 37 m.; 13 t. a. w., thence to Defeso, 8.30 m.; 13 out, 7 in, thence to Ottawa, 6.40 m.; 9 out, 7 in, thence to Lima, 14.10 m.; 25 out, 13 in, thence to Aurora, 25.19 m.; 13 out, 13 in, thence to Dayton, 47.20 m.; r. p. o. car pay, \$16.514 per annum, being \$15 per m. for 13.60 m. r. p. o. authorized 11.60, 11.50, 11.40 ft., Hamilton and Indianapolis run, 60 by 9, 7 t. a. w., 30 by 9, 6 out, 7 in, Hamilton and Indianapolis, 96.90 m.; apt. 25 by 9, 7 t. a. w., and 30 by 9, 6 in, Hamilton and Indianapolis, 96.90 m.; c. p. 19 t. a. w., Hamilton and Indianapolis, 96.90 m.; r. p. o. car pay, \$8.301 per annum, being \$80 per m. for 96.90 m. r. p. o. authorized 21.40 ft., Cincinnati and Richmond, 21.40 ft., 11.60 ft., thence to Chicago, r. p. o. run, 40 by 9, 14 t. a. w., Cincinnati and Richmond, 71.58 m.; 40 by 9, 14 t. a. w., and 60 by 9, 7 out, thence to Chicago, 225.84 m.; apt. 22 by 9, 6 t. a. w., Cincinnati and Logansport, 181.99 m.; 30 by 9, 7 t. a. w., thence to Chicago, 118.43 m.; c. p. 6 out, 7 in, Cincinnati and Richmond, 71.58 m.; 6 out, 13 in, thence to Kokomo Junction (n. o.), 84.77 m.; 20 out, 27 in, thence to Logansport, 22.64 m.; 12 out, 19 in, thence to Chicago, 118.43 m.; r. p. o. car pay, \$20.667 per annum, being \$20 per m. for 74.58 m. and \$70 per m. for 225.84 m.	39.00	354.82	35,091.69	
131025	Cincinnati, Chicago, Ill.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	300.42	23,440	31.82	apt. 11 by 7, 6 t. a. w., Dayton and Union City, 47.20 m.; c. p. 20 t. a. w., Dayton and Union City, 47.20 m.; 11.40 ft., Toledo and Dayton r. p. o. authorized 11.60, 11.50, 11.40 ft., Toledo and Dayton r. p. o. run, 60 by 9, 14 t. a. w., 30 by 9, 6 t. a. w., Toledo and Dayton, 145.60 m.; c. p. 13 out, 13 in, Toledo and Deshler 37 m.; 13 t. a. w., thence to Defeso, 8.30 m.; 13 out, 7 in, thence to Ottawa, 6.40 m.; 9 out, 7 in, thence to Lima, 14.10 m.; 25 out, 13 in, thence to Aurora, 25.19 m.; 13 out, 13 in, thence to Dayton, 47.20 m.; r. p. o. car pay, \$16.514 per annum, being \$15 per m. for 13.60 m. r. p. o. authorized 11.60, 11.50, 11.40 ft., Hamilton and Indianapolis run, 60 by 9, 7 t. a. w., 30 by 9, 6 out, 7 in, Hamilton and Indianapolis, 96.90 m.; apt. 25 by 9, 7 t. a. w., and 30 by 9, 6 in, Hamilton and Indianapolis, 96.90 m.; c. p. 19 t. a. w., Hamilton and Indianapolis, 96.90 m.; r. p. o. car pay, \$8.301 per annum, being \$80 per m. for 96.90 m. r. p. o. authorized 21.40 ft., Cincinnati and Richmond, 21.40 ft., 11.60 ft., thence to Chicago, r. p. o. run, 40 by 9, 14 t. a. w., Cincinnati and Richmond, 71.58 m.; 40 by 9, 14 t. a. w., and 60 by 9, 7 out, thence to Chicago, 225.84 m.; apt. 22 by 9, 6 t. a. w., Cincinnati and Logansport, 181.99 m.; 30 by 9, 7 t. a. w., thence to Chicago, 118.43 m.; c. p. 6 out, 7 in, Cincinnati and Richmond, 71.58 m.; 6 out, 13 in, thence to Kokomo Junction (n. o.), 84.77 m.; 20 out, 27 in, thence to Logansport, 22.64 m.; 12 out, 19 in, thence to Chicago, 118.43 m.; r. p. o. car pay, \$20.667 per annum, being \$20 per m. for 74.58 m. and \$70 per m. for 225.84 m.	35.20	367.65	110,449.41	

131026	Dayton, Cincinnati...	Cincinnati, Hamilton and Dayton Rwy. Co.	59.09	29,060	32.60	r. p. o. authorized 11.60 ft., 1.1. 50 ft., and 1.1. 40 ft., Dayton to Hamilton; 2.1. 60 ft., 2.1. 60 ft., 1.1. 40 ft., thence to Cincinnati; R. P. O. run, 60 by 9, 14 t. a. w., and 50 by 9, 6 t. a. w., Dayton and Hamilton, 33.70 m.; 60 by 9, 27 out, 21 in, and 50 by 9, 6 out, 12 in, thence to Cincinnati, 25.39 m.; apt. 30 by 9, 7 out, and 25 by 9, 7 in, Hamilton to Cincinnati, 25.39 m.; c. p. 32 out, 21 in, Dayton to Carlisle, 13.10 m.; 22 out, 27 in, thence to Hamilton, 18.60 m.; 45 out, 34 in, thence to Glendale, 10.42 m.; 57 out, 46 in, thence to Northside (Station A), 9.46 m.; 57 out, 52 in, thence to Cincinnati, 5.51 m.; r. p. o. car pay, \$9,980.45 per annum, being \$115 per m. for 33.70 m. and \$235 per m. for 25.39 m.	64.94	428.35	26,811.20
131027	Xenia, Springfield....	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	19.31	2,571	31.73	c. p. 21 out, 20 in, Xenia to Springfield, 19.31 m.	20.50	135.95	2,625.19
131028	Parkersburg, W. Va., Cincinnati, Ohio.	Baltimore and Ohio Southwestern R. R. Co.	196.30	53,873	33.46	r. p. o. authorized 3.1. 60 ft., Parkersburg to Midland, 3.1. 60 ft., 1.1. 40 ft., thence to Cincinnati; R. P. O. run, 60 by 9, 21 t. a. w., Parkersburg and Midland, 130.50 m.; 60 by 9, 21 t. a. w., and 50 by 9, 7 t. a. w., thence to Cincinnati, 44.80 m.; apt. 19 by 9, 6 t. a. w., and 25 by 9, 7 in, Midland to Cincinnati, 44.80 m.; c. p. 6 t. a. w., Parkersburg to Chillicothe, 97.40 m.; 12 t. a. w., thence to Midland, 53.10 m.; 20 out, 13 in, thence to Cincinnati, 44.80 m.; r. p. o. car pay, \$30,415 per annum, being \$150 per mile for 130.50 m. and \$175 per m. for 44.80 m.	34.82	692.55	135,256.01
131029	Morrow, Trinway....	Cincinnati and Muskingum Valley R. Co.	148.79	1,874	29.19	New Lexington to Crooksville, 8.46 m.; 6 t. a. w., thence to Zanesville, 13.33 m.; 19 t. a. w., thence to Trinway, 16.40 m. (apt. 18 by 9, 6 out, 20 by 9, 6 in, Detroit and Lima, 135.87 m.; 13 by 9 and 15 by 9, each 6 out, and 20 by 9 and 18 by 9, each 6 in, thence to Balmbridge, 126.40 m.; 15 by 9, 6 out, and 18 by 9, 6 in, thence to Jackson, 47 m.; c. p. 6 t. a. w., Detroit and Napoleon, 106.97 m.; lap service, Dundee to Tecumseh, 15.07 m., over route 137124, Route restated.	14.80	100.89	15,011.42
131030	{Detroit, Mich., Jackson, Ohio.	Detroit Southern R. R. Co.	{314.65 15.07}	673	.....	c. p. 12 t. a. w., Ashland and Tecumseh, 5.59 m.; 12 out, 6 in, thence to Funt, 5.63 m.; 6 t. a. w., thence to Custaloga (n. o.), 7.12 m.	10.23	{70.97 25.98}	23,788.75
131031	Ashland, Custaloga (n. o.)	Chicago Short Line Rwy. Co.	21.34	215	14.55	r. p. o. authorized 11.60 ft., 1.1. 50 ft., 1.1. 40 ft., Pittsburg to Columbus; cars run, 60 by 9, 98 out, 84 in, Pittsburg to Columbus, 190.77 m.; storage cars, 60 by 9, 7 out, Pittsburg to Columbus, 190.77 m.; apt. 30 by 9, 13 t. a. w., 25 by 9, 24 out, 18 in, 22 by 9, 12 t. a. w., and 19 by 9, 6 in, Pittsburg to Carnegie, 8.41 m.; 30 by 9, 13 t. a. w., 25 by 9, 12 out, 6 in, 19 by 9, 6 in, thence to Edgington, 33.60 m.; 25 by 9, 12 out, 6 in, 19 by 9, 6 in, thence to Dennison, 48.48 m.; 25 by 9, 6 out, 19 by 9, 6 in, thence to Columbus, 100.29 m.; c. p. 36 out, 42 in, Pittsburg to Carnegie, 8.41 m.; 18 t. a. w., thence to Burgetstown, 19.06 m.; 18 out, 12 in, thence to New Cumberland Junction (n. o.), 12.56 m.; 30 out, 24 in, thence to Edgington, 1.77 m.; 18 t. a. w., thence to Steubenville, 1.39 m.; 6 out, thence to Bowston, 37.97 m.; 7 t. a. w., Dennison to Uhrichsville, 1.29 m.; 6 out, 7 in, thence to Columbus, 99 m.; r. p. o. car pay, \$117,323.55 per annum, being \$615 per m. for 190.77 m.	9.20	43.61	980.63
131032	Pittsburgh, Pa., Columbus, Ohio.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	190.77	201,262	31.07	c. p. 18 out, 24 in, Dundas to Wellston, 7.84 m.; 18 out, 12 in, thence to Jackson, 10.31 m.	63.672	266.31	482,725.49
131033	Dundas, Jackson.....	Hocking Valley Rwy. Co.	18.15	384	15.69		17.59	52.16	946.70

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.			27.19	Dollars. 222.80	Dollars. 89,113.40
131084	OHIO—continued. Salamanca, N. Y., Dayton, Ohio.	Erie R. R. Co.....	400.87	9,941	30.85	r. p. o. authorized 1 l. 60 ft., Salamanca to Youngstown; 1 l. 60 ft., thence to Leavittsburg; 1 l. 60 ft., thence to Marion Junction (n. o.); r. p. o. run 65 by 9, 7 t. a. w., Salamanca to Youngstown, 158.30 m.; 65 by 9, 7 t. a. w., 62 by 9, 7 out, 41 by 9, 7 in, thence to Leavittsburg, 17.20 m.; 65 by 9, 7 t. a. w., thence to Marion Junction (n. o.), 141.40 m.; apt. 25 by 9, 7 t. a. w., 18 by 9, 6 t. a. w., Salamanca to Meadville, 102.50 m.; 25 by 9, 7 t. a. w., thence to Youngstown, 55.80 m.; 14 t. a. w., thence to Leavittsburg, 17.20 m.; 7 t. a. w., thence to Dayton, 225.30 m.; c. p. 7 out, 14 in, Salamanca to Jamestown, 83.97 m.; 7 out, 20 in, thence to Corry, 27.10 m.; 14 t. a. w., thence to Sharon, 83.70 m.; 20 out, 21 in, thence to Hubbard, 6.30 m.; 25 out, 21 in, thence to Youngstown, 7.40 m.; 27 out, 41 in, thence to Warren, 14 m.; 27 out, 35 in, thence to Leavittsburg, 3.20 m.; 76 out, 21 in, thence to Akron, 87.30 m.; 14 t. a. w., thence to Wadsworth, 13.80 m.; 7 out, 14 in, thence to Marion Junction (n. o.), 90.40 m.; 7 t. a. w., thence to Dayton, 83.80 m.; r. p. o. car pay per annum, \$15,225, being \$50 per m. for 158.30 m., \$75 per m. for 17.20 m., and \$50 per m. for 141.40 m. c. p. 6 t. a. w., Coshocton to Zanesville, 30.02 m. apt. 22 by 9, 6 t. a. w., and 25 by 9, 6 t. a. w., Columbus and Athens, 76.50 m.; c. p. 8 t. a. w., Columbus and Athens, 76.82 m. apt. 25 by 9, 12 t. a. w., Niles to Lisbon, 33.20 m. apt. 9 by 9, 6 t. a. w., Newark to Shawnee, 44.30 m.; c. p. 6 t. a. w., Newark to Shawnee, 44.61 m. apt. 17 by 9, 6 t. a. w., Delphos to Dayton, 93.90 m.; c. p. 6 t. a. w., Delphos to Dayton, 94.23 m. apt. 25 by 9, 6 t. a. w., Marietta to Valley Junction (n. o.), 110.72 m.; c. p. 6 t. a. w., Marietta to Valley Junction (n. o.), 110.88 m. apt. 19 by 9, 12 t. a. w., Cleveland to Warwick, 57.66 m.; 18 t. a. w., thence to Massillon, 13.03 m.; 12 t. a. w., thence to Bridgeport, 92.57 m.; c. p. 1 t. a. w., Cleveland to Warwick, 57.66 m.; 7 t. a. w., thence to New Philadelphia, 40.05 m.; 7 t. a. w., thence to Uhrichsville, 8.90 m.; 6 t. a. w., thence to Barton, 43.18 m.; 18 out, 12 in, thence to Bridgeport, 8.62 m.	6.00	42.75	1,283.35
131085	Coshocton, Zanesville	Wheeling and Lake Erie R. R. Co.	80.02	71	28.50				
131086	Columbus, Athens....	Hocking Valley Rwy. Co.	76.82	3,965	26.23		20.00	155.61	11,953.96
131087	Niles, Lisbon.....	Erie R. R. Co.....	84.10	1,185	17.90		12.00	90.63	8,090.48
131088	Newark, Shawnee....	Baltimore and Ohio R. R. Co.	44.61	573	20.56		12.00	66.69	2,976.04
131089	Delphos, Dayton	Cincinnati, Hamilton and Dayton Rwy. Co.	94.23	609	24.24		12.00	68.40	6,445.83
131040	Marietta, Valley Junction (n. o.)	Pennsylvania Co.....	110.88	1,170	26.19		12.00	92.84	10,288.65
131041	Cleveland, Bridgeport.	Baltimore and Ohio R. R. Co.	168.81	2,163	26.70		17.48	129.96	21,223.76

131042	Delaware, Springfld., Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	50.00	609	30.43	apt. 13 by 8, 6 t. a. w., Delaware and Springfield, 50 m.; c. d. 6 t. a. w., Delaware to Springfield, 30 m.	12.00	68.40	8,420.00
131043	Mansfield, Toledo	.....do.....	86.75	6,708	28.44	r. p. o. authorized 1 l. 40 ft. Mansfield and Toledo; cars run, 40 by 9, 6 t. a. w., Mansfield and Toledo, 83.75 m.; apt. 24 by 9, 6 t. a. w., Mansfield and Toledo, 83.75 m.; c. p. 6 t. a. w., Mansfield and Toledo, 83.75 m.; r. p. o. car pay, \$2,146.75 per annum, being \$25 per m. for 85.75 m.	19.00	188.96	16,208.32
131044	Ashtabula, Ohio, Mahoningtown, Pa.	.....do.....	78.58	1,000	24.87	apt. 24 by 9, 6 t. a. w., Ashtabula to Mahoningtown, 77.98 m.; c. p. 6 t. a. w., Ashtabula to Niles, 43.92 m.; 25 out, 18 in, thence to Youngstown, 3.54 m.; 12 t. a. w., thence to Mahoningtown, 19.12 m.	15.34	88.07	6,920.54
131045	Toledo, Ohio, Elkhart, Ind.	Lake Shore and Michigan Southern Rwy. Co.	138.59	99,338	37.98	r. p. o. authorized 24 l. 10 ft., Toledo to Elkhart, 19.12 m.; 40 by 9, 42 out, 21 in, Toledo to Elkhart, 193.10 m.; storage cars run, 60 by 9, 42 out, Toledo to Elkhart, 193.30 m.; apt. 35 by 9, 6 t. a. w., Toledo to Elkhart, 193.30 m.; 8 out, 35 out, 27 in, and 23 by 6 t. a. w., Toledo to Elkhart, 193.30 m.; p. o. 36 out, 27 in, Toledo to Waterloo, 78.7 m.; 20 out, 27 in, thence to Kendallville, 12.70 m.; 14 out, 21 in, thence to Elkhart, 43.19 m.; r. p. o. car pay, \$19,728.50 per annum, being \$145 per m. for 133.30 m.; apt. 38 by 9, 6 t. a. w., Painesville to Youngstown, 60.90 m.; lap service, Warren to Youngstown, 16.10 m.; over route 131075.	46.87	1,179.04	187,507.95
131046	Painesville, Youngstown, Ohio, Chicago, Ill.	Baltimore and Ohio R. Co.	{ 45.68 } 15.10 278.29	526 18,402	24.76 33.47	r. p. o. authorized 2 l. 40 ft. Chicago to Chicago; cars run, 80 by 9, 6 t. a. w., Chicago to Chicago, 278.10 m.; storage cars, 80 by 9, 3 out, Chicago to Chicago, 278.10 m.; apt. 35 by 9, 6 t. a. w., Chicago to Chicago, 278.10 m.; c. p. 6 out, 30 in, Chicago, Ohio, to Garrett, Ind., 128.19 m.; 14 in, thence to Chicago, Ill., 129.10 m.; r. p. o. car pay per annum, \$13,905, being \$50 per mile for 278.10 m.	6.00	{ 64.98 } 5.99 318.78	{ 8,061.46 } 87,821.88
131047	Lore City, Cumberland, Pa., Parkersburg, W. Va., Marietta, Ohio.	.....do.....	17.02	68	19.36	c. p. 6 t. a. w., Lore City to Cumberland, 17.02 m.	6.00	42.76	727.60
131048	Deshler, Findlay	Cincinnati Hamilton and Dayton Rwy. Co.	14.31	1,852	23.57	c. p. 48 out, 42 in, Parkersburg to Constitution, 6.40 m.; 48 t. a. w., thence to Gravel Bank, 1.70 m.; 54 out, 48 in, thence to Marietta, 6.21 m.	47.96	121.41	1,737.37
131049	Columbus, Ohio, Kenova, W. Va.	.....do.....	17.70	299	27.72	c. p. 24 out, 18 in, Deshler to Findlay, 17.70 m.	21.00	49.59	877.74
131050	Cincinnati, Portsmouth.	Norfolk and Western Rwy. Co.	138.84	3,646	29.91	apt. 20 by 9, 12 t. a. w., Columbus to Kenova, 138.71 m.; c. p. 7 t. a. w., Columbus to Kenova, 138.84 m.	19.00	151.34	21,012.04
131051	Toledo, Columbus	Hoeking Valley Rwy. Co.	107.66	1,801	27.48	apt. 25 by 9, 12 t. a. w., and 14 by 9, 6 t. a. w., Cincinnati to Sardinia, 47.35 m.; 20 by 9, 12 t. a. w., thence to Portsmouth, 59.68 m.; c. p. 7 out, Cincinnati to Sardinia, 47.35 m.; 7 out, 6 in, thence to Winchester, 9.79 m.; 1 out, thence to Portsmouth, 50.52 m.	16.98	119.70	12,886.90
131052	Dayton, Ironton	Cincinnati Hamilton and Dayton Rwy. Co.	122.70	4,374	34.92	apt. 25 by 9, 6 t. a. w., 20 by 9, 6 out, and 16 by 9, 6 in, Toledo to Columbus, 132.70 m.; c. p. 8 out, 15 in, Toledo to Marion, 77.20 m.; 22 t. a. w., thence to Columbus, 45.30 m.	27.39	161.60	19,628.32
131053	Toledo, Thurston	.....do.....	168.94	536	23.56	apt. 20 by 9, 6 t. a. w., Dayton to Ironton, 166.88 m.; c. p. 6 t. a. w., Dayton to Wellston, 115.40 m.	10.14	64.98	10,847.76
131054	St. Clairsville, Steel...	Baltimore and Ohio R. Co.	6.99	228	16.00	apt. 20 by 9, 6 t. a. w., Toledo to Thurston, 147.88 m.; c. p. 12 out, 6 in, Toledo to Fosteria, 35.42 m.; 12 t. a. w., thence to Sycamore, 19.51 m.; 6 t. a. w., thence to Bucyrus, 14.48 m.; 6 out, Edison to Granville, 42.26 m.; 6 t. a. w., thence to Thurston, 18.43 m.	11.92	75.24	11,138.52
131055						c. p. 12 t. a. w., St. Clairsville to Steel, 6.99 m.	12.00	44.46	310.77

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
131057	OHIO—continued. Springfield, Ohio, Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	140.10	2,621	33.19	apt. 22 by 9, 6 t. a. w., Springfield to Indianapolis, 140.10 m.; c. p. 7 t. a. w., Springfield to Lynn, 69.61 m.; 13 t. a. w., thence to Indianapolis, 70.49 m.	16.01	136.80	19,166.68
131058	Vacant.								
131059	Vacant.								
131060	Station C, Georgetown	Cincinnati, Georgetown and Portsmouth R. Co.	42.33	1,085	20.10	apt. 13 by 9, 12 t. a. w., Station C to Georgetown, 42 m.; c. p. 7 out, 6 in, Station C to Georgetown, 42.33 m.	18.50	88.92	3,763.98
131061	Toledo, Ohio, East St. Louis, Ill.	Toledo, St. Louis and Western R. R. Co.	450.70	3,569	30.90	apt. 25 by 9, 13 t. a. w., Toledo to Frankfort, 200.40 m.; 19 t. a. w., thence to Cayuga, 62.30 m.; 13 t. a. w., thence to East St. Louis, 184 m.; c. p. 7 t. a. w., Toledo to Frankfort, 206.40 m.; 6 out, Charleston to Trillo, 13.10 m.; 6 t. a. w., Ramsey to Albemarle, 40.30 m.	17.63	150.46	67,821.33
131062	Andover, Youngstown	Lake Shore and Michigan Southern Rwy. Co.	38.44	1,706	18.26	apt. 18 by 9, 6 t. a. w., Andover to Youngstown, 38.31 m.; c. p. 14 out, 13 in, Andover to Youngstown, 38.44 m.	19.50	115.43	4,437.12
131063	Bellaire, Zanesville...	Ohio River and Western Rwy. Co.	112.94	880	24.92	apt. 15 by 7, 6 t. a. w., Bellaire to Zanesville, 112.70 m.; c. p. 6 t. a. w., Bellaire to Zanesville, 112.94 m.	12.00	80.37	9,076.98
131064	Sharpsburg Junction (n. o.), Sharpsburg.	Marquette, Columbus and Cleveland R. Co.	3.50	43	18.50	apt. 3 by 7, 6 t. a. w., Sharpsburg Junction (n. o.) to Sharpsburg, 3.50 m.; route resumed.	6.00	42.75	149.62
131065	Lodi, Millersburg....	Baltimore and Ohio R. Co.	36.90	30	19.55	c. p. 6 out, 12 in, Lodi to Wooster, 18.10 m.; 6 t. a. w., thence to Millersburg, 18.80 m.	7.47	42.75	1,577.47
131066	Hillsboro, Sardinia...	Norfolk and Western Rwy. Co.	20.58	167	24.09	c. p. 18 out, 12 in, Hillsboro to Sardinia, 20.58 m.....	15.00	42.75	879.79
131067	Phalanx Station (n. o.), Piney Fork.	Lake Erie, Alliance and Wheeling R. Co.	83.04	430	23.40	apt. 12 by 9, 6 t. a. w., Phalanx Station to Piney Fork, 82.90 m.; c. p. 6 out, Phalanx Station to Newton Falls, 4.56 m.; 6 t. a. w., thence to Beechburg, 58.40 m.; route resumed.	10.23	59.00	4,899.36
131068	Columbus, Corning...	Toledo and Ohio Central Rwy. Co.	65.40	2,672	29.99	apt. 25 by 9, 18 t. a. w., Columbus to Thurston, 28.71 m.; thence to Corning, 36.69 m.; c. p. 6 out, Columbus to Thurston, 28.71 m.; 6 t. a. w., thence to Corning, 36.69 m.	19.30	137.66	9,002.96
131069	Thurston, Zanesville...	Zanesville and Western Rwy. Co.	35.16 } 2.70 }	667	22.67	apt. 16 by 9, 6 t. a. w., Thurston to Axline, 36.90 m.; 12 t. a. w., thence to Zanesville, 10.80 m.; c. p. 6 t. a. w., Thurston to Axline, 27.06 m.; 12 out, 6 in, thence to Zanesville, 10.80 m.; route resumed; lap service, South Zanesville to Zanesville, 2.70 m.; over route 131029.	14.56 } 70.97 } 27.96 }		2,569.17

131070	Tontogany, North Baltimore	Cincinnati, Ham- ilton and Dayton Rwy. Co.	19.36	439	28.00	c. p. 24 out, 18 in, Tontogany to Bowling Green, 5.56 m.; 18 t. a. w., thence to North Baltimore, 13.90 m.	13.86	59.00	1,142.24
131071	Peoria, St. Marys.....	Toledo and Ohio Central Rwy. Co.	59.16	222	.....	c. p. 12 t. a. w., Peoria to St. Marys, 59.16 m.; route restated.....	12.00	48.61	2,579.96
131072	Edison, Mount Gilead.	Cleveland, Cin- cinnati, Chicago and St. Louis Rwy. Co.	2.64	306	16.00	c. p. 24 t. a. w., Edison and Mount Gilead, 2.64 m.....	24.00	49.59	130.91
131073	Cleveland, Zoar Sta- tion.	Baltimore and Ohio R. R. Co.	77.20	2,029	26.91	apt. 25 by 9, 6 t. a. w., and 19 by 9, 6 t. a. w., Cleveland to Akron, 38.07 m.; 25 by 9, 6 t. a. w., thence to Zoar Station, 38.90 m.; c. p. 21 out, 15 in, Cleveland to Akron, 38.07 m.; 14 out, 21 in, thence to North Industry, 25.95 m.; 14 t. a. w., thence to Pierce, 5.38 m.; 14 out, 7 in, thence to Zoar Station, 7.82 m.	26.55	128.25	9,900.90
131074	Logan, Pomeroy.....	Hocking Valley Rwy. Co.	84.06	1,276	34.23	apt. 20 by 9, 6 out, 16 by 9, 6 out, and 16 by 9, 12 in, Logan to Pomeroy, 58.30 m.; c. p. 1 out, 7 in, Logan to Dundas, 29.07 m.	13.38	98.62	8,121.87
131075	Jackson, Mich., Cin- cinnati, Ohio.	Cincinnati Northern R. R. Co.	205.10	967	26.55	(apt. 24 by 9, 6 t. a. w., Jackson to Cincinnati, 24.50 m.; c. p. 5 t. a. w., Jackson to Cincinnati, 24.50 m.; lap service, Franklin to Cin- cinnati, 39.40 m.; over route 13013.	12.00 { 83.79 } 10.26	17,689.56	
131076	Akron, Ohio, Newcas- tle Junction (n. o.).	Baltimore and Ohio R. R. Co.	78.15	5,714	27.65	apt. 50 by 9, 7 t. a. w.; 18 by 9, 6 out, and 25 by 9, 6 in, Akron to New- castle Junction (n. o.), 78.15 m.; c. p. 7 t. a. w., Akron to Newcastle Junction (n. o.), 78.15 m.	20.00	177.84	13,686.19
131077	Nelsonville, Monday Creek Junction	Hocking Valley Rwy. Co.	17.45	250	15.14	c. p. 24 t. a. w., Nelsonville to Snow Fork Junction (n. o.), 4.96 m.; 6 t. a. w., thence to Monday Creek Junction (n. o.), 12.50 m.	11.10	46.17	806.66
131078	Cincinnati, Lebanon. (n. o.)	Cincinnati, Lebanon, and Northern Rwy. Co.	29.59	1,145	20.97	apt. 9 by 6, 6 t. a. w., Cincinnati to Lebanon, 29.47 m.; c. p. 32 out, 21 in, Cincinnati to Hopkins Avenue (n. o.), 4.53 m.; 19 out, 12 in, thence to Lebanon, 25.06 m.	23.18	91.49	2,707.18
131079	Newark, Columbus...	Baltimore and Ohio R. R. Co.	33.19	6,592	32.20	r. p. o. authorized 1,140 ft., Newark to Columbus, 33 m.; c. p. 27 out, 26 in, Newark to Columbus, 33.19 m.; r. p. o. car pay per annum, \$625, being \$55 per mile for 33 m.	33.50	187.25	6,214.82
131080	Toledo, Martins Ferry.	Wheeling and Lake Erie R. R. Co.	217.36	1,010	28.11	apt. 22 by 9, 6 t. a. w., Toledo and Martins Ferry, 217.24 m.; c. p. 6 out, Spencer and Orville, 29.07 m.; 12 out, thence to Massillon, 15.68 m.; 12 out, 6 in, thence to Martins Ferry, 80.82 m.	10.18	85.50	18,584.28
131081	Sedalia, Kingman....	Detroit Southern R.R. Co.	32.01	74	12.00	c. p. 6 t. a. w., Sedalia to Kingman, 32.01 m.....	6.00	42.75	1,368.42
131082	Vacant.			999	14.44	c. p. 36 t. a. w., Means to Cadiz, 8.17 m.....	36.00	84.65	691.59
131083	Means, Cadiz.....	Pittsburg, Cin- cinnati, Chicago and St. Louis Rwy. Co.	8.17	308	22.16	c. p. 12 t. a. w., Logan to Monday Creek Junction (n. o.), 10.97 m.; 18 t. a. w., thence to New Straitsville, 2.34 m.	13.05	50.45	671.48
131084	Logan, New Straits- ville.	Hocking Valley Rwy. Co.	13.31	399	22.89	apt. 15 by 9, 6 t. a. w., Axline to Shawnee, 32.39 m.; c. p. 6 t. a. w., Axline to Shawnee, 32.37 m.; route restated.	12.00	56.43	1,826.68
131085	Axline, Shawnee....	Zanesville and West- ern Rwy. Co.	32.37	390	30.52	apt. 24 by 9, 6 t. a. w., Alliance to Niles, 27.55 m.; c. p. 7 out, 6 in., Alliance to Niles, 27.58 m.	12.50	55.58	1,548.45
131086	Alliance, Niles.....	Pennsylvania Co.	27.56	998	22.08	apt. 20 by 9, 12 t. a. w., Corning to Athens, 22.44 m.; 6 t. a. w., thence to Gallipolis, 51.44 m.; c. p. 6 t. a. w., Corning to Gallipolis, 74.76 m.	13.80	84.65	6,827.58
131087	Unadjusted.	Kanawha and Michi- gan Rwy. Co.	74.75	1,171	31.28	apt. 25 by 10, 7 out, 21 by 9, 6 out, 25 by 10, 6 in, and 21 by 9, 7 in, Cleveland to Chicago, 339.04 m.; c. p. 6 out, Cleveland to Conti- nental, 141.01 m.	14.24	130.82	44,333.21
131089	Cleveland, Ohio, Chi- cago, Ill.	New York, Chicago and St. Louis R. R. Co.	339.04						

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
131090	OHIO—continued. Marion Junction (n. o.), Ohio, Chicago, Ill.	Chicago and Erie R. Co.	298.37	11,078	31.76	r. p. o. authorized, 11 60 ft., Marion Junction to Chicago; cars run, 65 by 9, 7 t. a. w., Marion Junction (n. o.) to Chicago, 269.37 m.; apt. 25 by 9, 7 t. a. w., Marion Junction (n. o.) to Chicago, 269.37 m.; c. p. 6 t. a. w., Alger to Huntington, 88.50 m.; 13 in, thence to Rochester, 41.76 m.; 7 out, 13 in, thence to Koute, 45.60 m.; 13 t. a. w., thence to Chicago, 55.40 m.; route restored; r. p. o. car pay per annum, \$13,483.50, being \$50 per mile for 269.37 m. apt. 20 by 9, 6 t. a. w., Toledo to Columbus, 132.10 m.; c. p. 20 out, 26 in, Toledo to Findlay, 44.06 m.; 14 out, 20 in, thence to Kenton, 28.14 m.; 14 t. a. w., thence to Peoria, 25.28 m.; 26 t. a. w., thence to Columbus, 34.28 m. apt. 30 by 9, 6 t. a. w., Canton to Sherodsville, 45.41 m.; c. p. 6 t. a. w., Canton to Carrollton, 29.80 m. apt. 12 by 8, 12 t. a. w., New Galilee to Lisbon, 25 m.	21.34	285.12	68,384.27
131091	Toledo, Columbus....	Toledo and Ohio Central Rwy. Co.	182.16	1,804	32.43	r. p. o. authorized, half 1, 60 ft., Maumee to Montpelier, cars run, 60 by 9, 7 out, Maumee to Montpelier, 49.46 m.; c. p. 7 out, 8 in, Maumee to Montpelier, 4.64 m.; 7 out, 1 in, thence to Montpelier, 45.49 m.; r. p. o. car pay per annum, \$1,236.50, being \$25 per mile for 49.46 m. r. p. o. authorized, 10 1, 60 ft., 2 1, 40 ft., Buffalo to Cleveland, 9 1, 60 ft., 1 1, 60 ft., thence to Ellyria, 2 half 1, 60 ft., thence to Millbury, 9 1, 60 ft., 1 1, 60 ft., thence to Toledo, 6 1, 60 ft., half 1, 50 ft., thence to Elkhart 9 1, 60 ft., 1 1, 50 ft., thence to Cleveland, 183 m.; 84 out, 77 in, thence to Ellyria, 25.10 m.; 14 in, thence to Millbury, 79.80 m.; 84 out, 70 in, thence to Toledo, 8.10 m.; 42 t. a. w., thence to Elkhart, 142.80 m.; 84 out, 70 in, thence to Chicago, 101.20 m.; storage cars, 60 by 9, 49 out, 7 in, Buffalo to Cleveland, 183 m.; 49 out, 7 in, thence to Ellyria, 25.10 m.; 49 out, 7 in, Millbury to Toledo, 8.67 m.; 35 out, 7 in, thence to Elkhart, 142.80 m.; 42 out, 7 in, thence to Chicago, 101.20 m.; apt. 15 by 9, 6 t. a. w., 17 by 9, 6 out, 20 by 9, 6 in, Buffalo to Ellyria, 88 m.; 17 by 9, 6 out, 20 by 9, 6 in, thence to Canton, 27.50 m.; 15 by 9, 6 t. a. w., 11 by 9, 6 out, and 20 by 9, 6 in, thence to Cleveland, 67.50 m.; 35 by 10, 6 out, 17 by 9, 12 out, 23 by 9, 6 in,	26.78	119.70	15,819.55
131092	Canton, Sherodsville.	Wheeling and Lake Erie R. Co.	45.74	651	20.47	r. p. o. authorized, half 1, 60 ft., Maumee to Montpelier, cars run, 60 by 9, 7 out, Maumee to Montpelier, 49.46 m.; c. p. 7 out, 8 in, Maumee to Montpelier, 4.64 m.; 7 out, 1 in, thence to Montpelier, 45.49 m.; r. p. o. car pay per annum, \$1,236.50, being \$25 per mile for 49.46 m.	9.90	70.11	3,206.83
131093	New Galilee, Lisbon....	Pittsburg, Lisbon and Western R. Co.	25.25	676	23.70	r. p. o. authorized, half 1, 60 ft., Maumee to Montpelier, cars run, 60 by 9, 7 out, Maumee to Montpelier, 49.46 m.; c. p. 7 out, 8 in, Maumee to Montpelier, 4.64 m.; 7 out, 1 in, thence to Montpelier, 45.49 m.; r. p. o. car pay per annum, \$1,236.50, being \$25 per mile for 49.46 m.	12.00	70.97	1,791.99
131094	Maumee, Montpelier.	Wabash R. Co.....	50.13	7,229	29.40	r. p. o. authorized, half 1, 60 ft., Maumee to Montpelier, cars run, 60 by 9, 7 out, Maumee to Montpelier, 49.46 m.; c. p. 7 out, 8 in, Maumee to Montpelier, 4.64 m.; 7 out, 1 in, thence to Montpelier, 45.49 m.; r. p. o. car pay per annum, \$1,236.50, being \$25 per mile for 49.46 m.	13.82	194.09	9,729.73
131095	Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern Rwy. Co.	540.00	261,274	31.15	r. p. o. authorized, half 1, 60 ft., Maumee to Montpelier, cars run, 60 by 9, 7 out, Maumee to Montpelier, 49.46 m.; c. p. 7 out, 8 in, Maumee to Montpelier, 4.64 m.; 7 out, 1 in, thence to Montpelier, 45.49 m.; r. p. o. car pay per annum, \$1,236.50, being \$25 per mile for 49.46 m.	60.04	2,802.09	1,513,452.60

131066	Marietta, Palos (n. o.).	44.50	369	18.69	10.38	54.72	2,495.04
131067	St. Clairsville, Barton.	4.14	188	16.57	15.00	42.75	176.98
131068	Salem, Washingtonville.	7.40	28	13.00	9.00	42.75	316.35
131069	Vacant.						
131100	Zanesville, Marietta...	74.44	1,067	24.56	14.18	96.62	7,192.89
131101	Vacant.						
131102	Killbuck, Trinway ...	34.85	138	9.65	6.00	42.75	1,468.46
131103	Vacant.						
131104	Vacant.						
131105	Findlay, Ft. Wayne and Western Rwy.	78.48	681	23.27	9.79	71.82	5,682.84
131106	Blachford, Brushfork Junction (n. o.).	2.66	97	16.42	10.01	42.75	113.71
131107	Loudonville Junction (n. o.) Coahocton.	45.88	416	18.61	6.00	58.14	2,688.39
131108	Hamilton, Middleton.	14.78	109	20.00	12.00	42.75	629.70

and 20 by 9, 6 in, thence to Millbury, 104.90 m.; 18 by 9, 6 t. a. w., 35 by 10, 6 out, 17 by 9, 12 out, 23 by 6, 6 in, and 20 by 9, 6 in, thence to Toledo, 8.10 m.; 17 by 9, 6 t. a. w., 11 by 8, 6 t. a. w., and 35 by 10, 6 out, thence to Grovesett, 25.20 m.; 17 by 9, 6 t. a. w., 11 by 8, 6 t. a. w., 12 by 6, 6 t. a. w., and 35 by 10, 6 out, thence to Lenawee Junction, 2.60 m.; 17 by 9, 12 out, 20 by 7, 6 t. a. w., 12 by 6, 6 t. a. w., and 35 by 10, 6 out, thence to Adrian, 4.10 m.; 17 by 9, 6 t. a. w., and 35 by 10, 6 out, thence to Hillsdale, 32.30 m.; 19 by 9, 6 t. a. w., 18 by 9, 6 t. a. w., 17 by 9, 18 t. a. w., and 35 by 10, 6 out, thence to Jonesville, 4.50 m.; 17 by 9, 6 t. a. w., and 35 by 10, 6 out, thence to White Pigeon, 18.30 m.; 35 by 10, 6 out, 25 by 9, 13 out, 6 in, 17 by 9, 6 out, 13 in, thence to Elkhart, 18.80 m.; 17 by 9, 6 t. a. w., and 35 by 10, 6 out, thence to Chicago, 101.20 m.; c. p. 27 out, 19 in, Buffalo to Westfield, 67.50 m.; 21 out, 13 in, thence to Cleveland, 125.50 m.; 27 t. a. w., thence to Elyria, 25.10 m.; 20 out, 7 in, thence to Norwalk, 30 m.; 14 out, 7 in, thence to Millbury, 49.80 m.; 21 out, 27 in, thence to Toledo, 8.10 m.; 12 out, 18 in, thence to Lenawee Junction, 28.80 m.; 6 out, 12 in, thence to Hillsdale, 37.40 m.; 12 out, 18 in, thence to Jonesville, 4.50 m.; 6 out, 12 in, thence to Elkhart, 72.10 m.; 33 out, 27 in, thence to Indian Harbor, 82 m.; 45 out, 57 in, thence to One Hundredth street, 6 m.; 51 out, 57 in, thence to South Chicago, 1.10 m.; 67 t. a. w., thence to Chicago, 12.10 m.; r. p. o. east, pay per annum, \$219.782, being \$56 per m. on 183 m., \$46 per m. on 25.10 m., \$40 per m. on 79.80 m., \$190 per m. on 8.10 m., \$345 per m. on 142.80 m., and \$490 per m. on 101.20 m.

Marietta to Palos (n. o.) 44.80 m.; c. p. 6 t. a. w., Marietta to Amesville, 32.50 m.

c. p. 18 out, 12 in, St. Clairsville to Barton, 4.14 m

c. p. 12 out, 6 in, Salem to Washingtonville, 7.40 m

apt. 16 by 9, 12 t. a. w., Zanesville to Marietta, 74.88 m.; c. p. 6 t. a. w., Zanesville to Malet, 26.49 m.

c. p. 6 t. a. w., Killbuck to Trinway 34.35 m

apt. 20 by 9, 6 t. a. w., Findlay to Ft. Wayne, 78.48 m., c. p. 6 t. a. w., Findlay to Ottawa, 20.77 m.; 6 out, thence to Ft. Wayne, 57.66 m.

c. p. 6 out, 12 in, Blachford to Jobs, 1.76 m.; 12 t. a. w., thence to Brushfork Junction (n. o.) 0.90 m.

apt. 20 by 9, 6 t. a. w., Loudonville Junction (n. o.) to Coahocton, 45.34 m.

c. p. 12 t. a. w., Hamilton and Middleton, 14.78 m

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowances for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
181109	OHIO—continued. Columbus, Midland ..	Baltimore and Ohio Southwestern R. R. Co.	Miles. 71.29	Pounds. 8,540	32.70	r. p. o. authorized, 11.40 ft., Columbus to Midland; cars run, 50 by 9, 7 t. a. w., Columbus to Midland, 71.20 m.; apt. 19 by 9, 6 t. a. w., and 25 by 9, 7 in, Columbus to Midland, 71.20 m.; c. p. 18 out, 7 in, Columbus to Midland, 71.29 m.; r. p. o. car, pay per annum, \$1,780, being \$28 per m. for 71.20 m.	26.50	Dollars. 208.62	Dollars. 14,872.51
181110 181111 181112 181113 181114 181115	Vacant. Vacant. Vacant. Akron, Delphos Vacant. Vacant.	Northern Ohio Rwy. Co.	159.56	278	17.72	apt. 21 by 9, 6 out, 20 by 9, 6 in, Akron to Delphos, 159.84 m.	6.00	47.88	7,639.73
181116	Akron, Chicago	Baltimore and Ohio R. R. Co.	{ 14.10 60.69 }	{ 6,474 6,474 }	30.40	{ apt. 60 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., and 19 by 9, 6 t. a. w., Akron to Warwick, 14.10 m.; 50 by 9, 7 t. a. w., and 25 by 9, 6 t. a. w., thence to Chicago, 60.50 m.; c. p. 6 out, 7 in, Akron to Chicago, 74.79 m.; Akron to Warwick, 14.10 m.; lap service over route 181104. c. p. 6 t. a. w., Steubenville and Warrenton, 14.16 m.	{ 20.56 20.56 }	{ 72.67 186.39 }	{ 12,386.64 12,386.64 }
181117 181118 181119 181120 181121	Steubenville, Warren- ton. Vacant. Vacant. Sandusky, Columbus.	Wheeling and Lake Erie R. R. Co. Pennsylvania Co.	14.15	36	22.83		6.00	42.75	604.91
181122 181123 181124 181125 181126 181127 181128 181129 181130 181131 181132 181133	Vacant. Vacant. Vacant. Vacant. Vacant. Vacant. Vacant. Vacant. Vacant. Vacant. Vacant. Vacant.		111.94	629	32.21	apt. 14 by 9, 6 t. a. w., Sandusky to Columbus, 111.84 m.; c. p. 6 t. a. w., Sandusky to Columbus, 111.84 m.	12.00	69.26	7,711.40

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H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Dollars.	Annual rate of pay for transportation.
			Miles.	Pounds.					Dollars.	Dollars.
133007	INDIANA—continued. Louisville, Ky., Indianapolis, Ind.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	111.44	12,084	33.15	apt. 25 by 9.6 t. a. w.; 22 by 9.7 t. a. w.; 17 by 9.7 t. a. w. Louisville and Indianapolis, 111.44 m.; c. p. 13 out, 14 in. Louisville and Columbus, 70.45 m.; 14 out, 15 in. thence to Indianapolis, 40.99 m. r. p. o. authorized, 21.40 ft. Louisville and Monon, 235.63 m.; 11.60 ft. by 9.14 t. a. w. Louisville and Monon, 235.63 m.; r. p. o. run, 50 by 9.14 t. a. w. Monon and Chicago, 88.40 m.; apt. 25 by 9.6 t. a. w. Louisville and Bloomington, 103.33 m.; 25 by 9.6 t. a. w. Lafayette and Monon, 31.60 m. and Monon and Chicago, 88.40 m.; 30 by 9.6 in. Chicago and Monon, 88.40 m.; c. p. 6 out, 12 in. Orleans and Mitchell, 53.10 m.; 0 t. a. w. thence to Bloomington, 35.50 m.; 6 out, thence to Gosport, 16.60 m.; 6 t. a. w. thence to Greencastle, 26.10 m.; 0 t. a. w. thence to Lafayette, 57.80 m.; 6 t. a. w. thence to Monon, 31.60 m.; 0 t. a. w. thence to Chicago, 88.40 m.; r. p. o. car pay, \$24,157.50 per annum, being \$50 per mile for 235.63 m. and \$140 per mile for 88.40 m. apt. 15 by 9.6 t. a. w. Seymour and Terre Haute, 121.79 m.; c. p. 6 t. a. w.; Westport and Seymour, 26.28 m.; 12 t. a. w. thence to Odon, 69.50 m.; 12 out, 13 in. thence to Linton, 17.87 m.; 6 out, 7 in. thence to Terre Haute, 34.42 m.; route restate; covers 133029.	33.86	246.24	27,440.98	
133008	Louisville, Ky., Chicago, Ill.	Chicago, Indianapolis and Louisville Rwy. Co.	324.08	14,983	28.18	r. p. o. authorized, 31.60 ft. Cincinnati to East St. Louis, c. p. 27 out, 28 in; Cincinnati and Moores Hill, 40.16 m.; 33 out, 28 in. thence to Milan, 2.45 m.; 27 out, 28 in. thence to North Vernon, 29.60 m.; 6 t. a. w. thence to Cannelburg, 87.77 m.; 12 out, 6 in. thence to Washington Heights, 9.61 m.; 6 t. a. w. thence to Vincennes, 18.92 m.; 13 t. a. w. thence to East St. Louis, 147.19 m.; r. p. o. car pay, \$50,355 per annum, being \$150 per mile for 335.70 m.; apt. 19 by 9.6 t. a. w., Cambridge City and Columbus, 63.06 m.; 12 t. a. w. residue, 44.79 m.; c. p. 0 t. a. w., Cambridge City and Columbus, 63.31 m.; 2 out, 1 in. thence to Madison, 45.26 m. r. p. o. authorized, 11.60 ft. Evansville to Terre Haute, r. p. o. run 50 by 9.7 t. a. w., Evansville and Terre Haute, 109 m.; apt. 25 by 9.6 t. a. w., Evansville and Terre Haute, 109 m.; c. p. 14 t. a. w., Evansville and Terre Haute, 109 m.; r. p. o. car pay, \$4,360 per annum, being \$40 per mile for 109 m.	22.77	277.02	89,762.79	
133009	Westport, Terre Haute	Southern Indiana Rwy. Co.	148.07	697	27.92		14.65	71.82	10,634.88	
133010	Cincinnati, Ohio, and East St. Louis, Ill.	Baltimore and Ohio and Southwestern R. R. Co.	338.70	40,605	34.16		34.50	551.47	185,128.47	
133011	Cambridge City and Madison.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	108.57	989	26.57		9.06	82.08	8,911.42	
133012	Evansville, Terre Haute.	Evansville and Terre Haute R. R. Co.	109.00	19,065	29.13		27.00	321.48	35,041.32	

183013	Terre Haute, South Bend.	Terre Haute and Logansport Rwy. Co.	182.26	2,246	29.31	apt. 26 by 9, 12 t. a. w., Terre Haute and South Bend, 182.26 m.; c. p. 6 t. a. w., Logansport and South Bend, 115.68 m.	15.90	181.67	28,998.17
183014	Logansport and Effner (n. o.).	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	61.08	803	29.91	apt. 32 by 9, 6 t. a. w. over route, 61.08 m.; c. p., 7 out, 6 in, over route, 61.08 m.	12.50	78.68	4,800.61
183015	St. Joseph, Mich., South Bend, Ind.	Indiana, Illinois and Iowa R. R. Co.	39.43	473	27.80	apt. 11 by 7, 6 t. a. w. over route, 39.29 m	6.00	61.56	2,427.31
183016	Fairland, Martinsville.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	37.81	288	15.56	apt. 12 by 7, 6 t. a. w., Fairland and Martinsville, 37.50 m.; c. p. 0 out, 6 in, Fairland and Frankton, 12.38 m.; 6 t. a. w., thence to Martinsville, 19.19 m.; 0 t. a. w., thence to Martinsville, 16.26 m.	10.02	48.74	1,942.85
183017	Bradford, Ohio, Logansport, Ind.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	114.56	4,916	29.58	apt. 19 by 9, 13 in, 12 in, 20 by 9, 7 in, Bradford and Logansport, 114.24 m.; c. p., 12 out, 6 in, Bradford and Marion, 74.53 m.; 6 t. a. w., thence to Logansport, 46.09 m.	23.96	169.29	19,392.16
183018	Indianapolis, Ind., Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	211.53	11,286	29.46	r. p. o. authorized, 11.60 ft., Indianapolis to Peoria, 7 out, 69 by 9, 7 in, Indianapolis and Peoria, 211.53 m.; c. p. 13 t. a. w., Indianapolis and Danvers, 176.35 m.; 7 out, 13 in, thence to Peoria, 84.96 m.; r. p. o. car pay, 88.46, 29 per annum, being \$40 per m. for 211.53 m.; apt. 35 by 9, 12 out, 13 in, Louisville and North Vernon, 57.66 m.; c. p., 23 out, 21 in, Louisville and Bleeker, 37.40 m.; 23 out, 18 in, residue, 23.56 m.	25.50	287.69	50,278.56
183019	Louisville, Ky., North Vernon, Ind.	Baltimore and Ohio Southwestern R. R. Co.	57.66	8,409	33.26	apt. 26 by 9, 6 t. a. w., 17 by 9, 6 t. a. w. over route, c. p. 6 t. a. w., New-castle and New Lisbon, 7.27 m.; 9 out, 6 in, thence to Connersville, 18.61 m.	33.44	206.91	11,880.43
183020	Newcastle, Connersville.	Fort Wayne, Cincinnati and Louisville R. R. Co.	25.88	2,828	25.65	apt. 30 by 9, 13 t. a. w., 25 by 9, 6 t. a. w., Richmond and Fort Wayne, 91.64 m.	15.84	132.58	3,423.87
183021	Richmond and Fort Wayne.	Grand Rapids and Indiana Rwy. Co.	91.64	7,968	29.40	apt. 22 by 9, 6 t. a. w., 15 by 9, 6 t. a. w., Benton Harbor and Anderson, 164.35 m.; 22 by 9, 6 t. a. w., thence to North Vernon, 84.83 m.; c. p. 6 t. a. w., Benton Harbor and Niles, 34.66 m.; 0 out, 6 in, thence to Elkhart, 19.89 m.; 0 t. a. w., thence to Warsaw, 34.80 m.; 7 t. a. w., thence to Anderson, 86.06 m.; 6 t. a. w., thence to North Vernon, 84.89 m.	19.00	202.64	18,586.92
183022	Benton Harbor, Mich., North Vernon, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	240.31	1,869	27.54	c. p. 6 t. a. w., Wheatfield and Goodland, 36.20 m	15.22	121.41	30,263.72
183023	Wheatfield, Goodland	Chicago and Eastern Illinois R. R. Co.	86.20	61	10.00	c. p. 12 t. a. w., Freeland Park and Milford, 11.82 m	6.00	42.75	1,547.55
183024	Vacant.								
183025	Vacant.								
183026	Freeland Park, Ind., Milford, Ill.	Chicago and Eastern Illinois R. R. Co.	11.82	62	14.38	c. p. 12 t. a. w., Freeland Park and Milford, 11.82 m	12.00	42.75	508.30
183027	Detroit, Mich., Chicago, Ill.	Wabash R. R. Co.	271.65	4,498	32.94	r. p. o. authorized, 11.60 ft., Detroit and Montpelier, 96.90 m.; r. p. o. run, 60 by 9, 7 t. a. w., Detroit and Montpelier, 96.90 m.; apt. 25 by 9, 12 t. a. w., Detroit and Montpelier, 96.90 m.; 6 t. a. w., thence to Chicago, 174.75 m.; c. p. 7 out, 14 in, Detroit and Montpelier, 96.90 m.; 14 t. a. w., thence to Chicago, 174.75 m.; r. p. o. car pay, \$4.845 per annum, being \$30 per m. for 96.90 m.	23.94	163.31	44,363.16
183028	North Judson, Cottage Grove.	Chicago, Cincinnati and Louisville R. R. Co.	169.49	252	23.70	apt. 16 by 9, 6 t. a. w., North Judson and Cottage Grove, 168.40 m.; c. p. 6 t. a. w., Marion and Richmond, 69.50 m.; 0 t. a. w., thence to Cottage Grove, 99.09 m.	8.46	48.17	7,828.35
183029	Vacant.								
183030	Terre Haute, Evans-dianapolis R. R. Co.	Evansville and Indianapolis R. R. Co.	137.30	802	22.40	apt. 20 by 9, 6 out, 23 by 9, 6 in, Terre Haute and Evansville, 137.30 m.; c. p. 6 t. a. w., Terre Haute and Saline City, 19.70 m.; 12 t. a. w., thence to Clay City, 6.10 m.; 6 t. a. w., thence to Washington, 63.90 m.; 12 t. a. w., thence to Petersburg, 17.40 m.; 6 t. a. w., thence to Evansville, 40.20 m.	13.02	78.95	10,566.23

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
133031	INDIANA—continued. Brazil, Otter Creek Junction (n. o.).	Chicago and Eastern Illinois R. R. Co.	13.06	818	27.57	apt. 13 by 7, 6 t. a. w., Brazil and Otter Creek Junction (n. o.), 12.66 m...	6.00	76.96	1,006.60
133032	Evansville, Jasper....	Southern Rwy. Co....	54.32	1,566	25.16	apt. 25 by 9, 6 out, 12 in, and 18 by 9, 6 out, Evansville and Lincoln City, 33.50 m., 25 by 9, 6 t. a. w., and 18 by 9, 6 out, thence to Huntington, 14.20 m.; no apt. residue; c. p. 7 t. a. w., Evansville and Rockport Junction (n. o.), 32 m.; 19 out, 20 in, thence to Lincoln City, 1.50 m.; 7 out, 13 in, thence to Huntington, 14.20 m.; 26 out, 20 in, thence to Jasper, 6.62 m.	19.46	109.44	5,944.78
133033	Vacant.	Southern Rwy. Co....	16.40	599	20.43	c. p. 13 out, 12 in, Rockport and Rockport Junction (n. o.), 16.40 m....	12.50	67.55	1,107.82
133034	Rockport, Rockport Junction (n. o.).	Louisville, New Albany and Corydon R. R. Co.	8.07	504	18.12	c. p. 18 t. a. w., New Salisbury and Corydon, 8.07 m.....	18.00	64.12	517.44
133035	New Salisbury, Corydon.								
133036	Switz City, Bedford....	Chicago, Indianapolis and Louisville Rwy. Co.	40.58	211	11.44	apt. 19 by 9, Switz City and Bedford, 40.50 m., 6 t. a. w., 40.58 m.....	6.00	42.75	1,734.79
133037	Anderson, Ladoga....	Central Indiana Rwy. Co.	62.72	270	22.24	apt. 12 by 9, 6 t. a. w., Anderson and Ladoga, 62.42 m.....	6.00	47.03	2,949.72
133038	Indianapolis, Monon.	Chicago, Indianapolis and Louisville Rwy. Co.	96.33	22,899	34.07	r. p. o. authorized, 11.50 ft., 11.50 ft. over route, 95.10 m.; r. p. o. run, 40 by 9, 4 out, 8 in; 60 by 9, 3 out, 4 in; 60 by 9, 7 t. a. w., 36.10 m.; apt. 30 by 9, 6 in, Monon and Indianapolis, 95.10 m.; c. p. 7 t. a. w., Indianapolis and Monon, 48.33 m.; r. p. o. car pay, \$3.50 per annum, being \$40 per mile for \$8.10 m.	23.50	361.66	34,477.04
133039	Fort Branch, Mount Vernon.	Evansville and Terre Haute R. R. Co.	39.09	408	21.64	apt. 10 by 9, 6 t. a. w., Fort Branch and Mount Vernon, 39.09 m.	12.00	57.29	2,239.46
133040	Butler, Logansport....	Logansport and Toledo Rwy. Co.	98.18	678	28.79	apt. 23 by 9, 12 t. a. w., Butler and Logansport, 93.05 m.....	12.00	70.97	6,512.98
133041	Stewartville, New Harmony.	Illinois Central R. R. Co.	7.43	268	18.45	c. p. 20 t. a. w., Stewartville and New Harmony, 7.43 m.....	20.00	47.03	849.43
133042	Fort Wayne, Rushville.	Fort Wayne, Cincinnati and Louisville R. R. Co.	107.80	1,929	23.79	apt. 17 by 9, 6 t. a. w., 20 by 9, 6 t. a. w., Fort Wayne and Muncie, 65.27 m.; 17 by 9, 6 t. a. w., 20 by 9, 6 t. a. w., 17 by 9, 6 t. w., thence to Newcastle, 8.09 m.; 17 by 9, 6 t. a. w., Newcastle and Rushville, 24.08 m.; c. p. 7 t. a. w., Fort Wayne and Muncie, 65.27 m.; 0 t. a. w., thence to Newcastle, 18.09 m.; 6 t. a. w., Newcastle and Rushville, 24.53 m.	17.21	124.83	13,467.90
133043	Vacant.								
133044	Vacant.								

133045	Lawrenceburg Junction (n. o.) and Lawrenceburg, 2.90 m.; 19 out, 13 in, thence to Aurora, 3.96 m	6.86	222	21.55	c. p. 25 out, 18 in, Lawrenceburg Junction (n. o.) and Lawrenceburg, 2.90 m.; 19 out, 13 in, thence to Aurora, 3.96 m	19.76	44.46	304.99
133046	Vacant.							
133047	Attica, Covington,.....	15.16	72	15.12	c. p. 12 t. a. w., Attica and Covington, 15.16 m.	12.00	42.75	648.09
133048	Lawrenceburg, Ky., East St. Louis, Ill.	271.40	5,845	23.82	apt. 12 by 9 t. a. w., out, 20 by 9 t. a. w., 30 by 9 t. a. w., 30 by 9 t. a. w., thence to East St. Louis, 194.50 m.; c. p. 6 out, Lawrenceburg and Huntington, 74.50 m.; 6 out, Montpelier and East St. Louis, 87.50 m. c. p. 6 out, 12 in, Greensburg and Columbus, 57.50 m.	16.58	179.55	48,723.87
133049	Greensburg, Colum- bus.	27.29	269	18.36		9.00	47.08	1,288.44
133050	Vacant.							
133051	Orleans, French Lick.	18.40	707	20.41	c. p. 32 out, 26 in, Orleans and French Lick, 18.40 m.	29.00	72.68	1,387.31
133052	Lincoln City, Cannel- ton.	22.91	528	24.19	apt. 12 by 8 t. a. w., Lincoln City and Cannelton, 22.50 m.; c. p. 13	18.50	64.98	1,488.69
133053	Brazil, Saline City....	12.38	61	21.50	c. p. 6 t. a. w., Brazil and Saline City, 12.38 m.	6.00	42.75	529.24
133054	Montpelier, Ohio, New Haven, Ind.	43.50	16,514	34.64	r. p. o. authorized, 14.60 ft., Montpelier, Ohio and New Haven, Ind., 43.19 m.; r. p. o. run, 60 by 9 t. a. w., 60 by 9 t. a. w., 43.19 m.; apt. 13 by 9 t. a. w., Montpelier and New Haven, 43.19 m.; c. p. 13 out, 14 in, Montpelier and New Haven, 43.50 m.; r. p. o. car pay, \$8,289.25, being \$75 per m. for 43.19 m.	26.50	288.27	12,757.24
133055	Connersville, Ind., Valley Junction (n. o.), Ohio, Wat- son.	50.97	2,088	30.46	apt. 13 by 9 t. a. w., Connersville and Valley Junction (n. o.), 50.83 m.	12.00	129.11	6,580.73
133056	Jeffersonville, Wat- son.	6.77	142	22.18	c. p. 19 t. a. w., Jeffersonville and Watson, 6.77 m.	19.00	42.75	289.41
133057	Momence, Ill., Brazil, Ind.	130.75	680	27.57	apt. 13 by 7 t. a. w., Momence and Brazil, 130.83 m.; c. p. 6 t. a. w., Momence and Goodland, 34.19 m.; 0 t. a. w.; thence to Brazil, 96.56 m.	7.56	71.82	9,380.46
133058	Goshen, Ind., Find- lay, Mich.	36.58	260	19.05	apt. 15 by 7 t. a. w.; Goshen and Findlay, 36.10 m., c. p. 6 t. a. w., Goshen and Findlay, 36.58 m.	12.00	47.08	1,720.35
133059	North Vernon, Wat- son, Jefferson- ville	46.67						
133060	Jeffersonville, Ind., Louisville, Ky.	5.70	1,556	38.00	apt. 22 by 9 t. a. w., North Vernon and Louisville, 55.84 m.; c. p. 6 t. a. w., North Vernon and Louisville, 56.70 m.; 46.67 m. lap over route 138019; 5.70 m. lap over 138056.	12.00	17.10 71.82 108.59	1,569.02
133061	Evansville, New- burg.	10.93	191	12.76	c. p. 24 out, 18 in, Evansville and Newburg 10.93 m.	21.00	42.75	487.25
133062	Vacant.							
133063	New Albany, Ind., Louisville, Ky.	6.35	674	19.84	c. p. 57 t. a. w., New Albany and Jeffersonville Junction (n. o.), 4.20 m.; 57 out, 51 in; thence to Louisville, 2.15 m.	55.98	70.97	450.65
133064	Jeffersonville, Junc- tion (n. o.), Jeffer- sonville.	1.88	242	18.15	c. p. 31 out 18 in, Jeffersonville Junction (n. o.) and Jeffersonville, 1.88 m.	24.50	45.32	82.98

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

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H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
185007	ILLINOIS—continued. Chicago, Ill., Burlington, Iowa—Cont'd.	Chicago, Burlington and Quincy Rwy. Co.—Continued.				thence to Hinsdale, 1.52 m.; 61 out, 28 in, thence to Naperville, 11.54 m.; 67 out, 28 in, thence to Aurora, 8.89 m.; 54 out, 33 in, thence to Mendota, 45.46 m.; 43 out, 27 in, thence to Galva, 56.60 m.; 54 out, 33 in, thence to Galesburg, 23 m.; 21 out, 14 in, residue, 43.13 m.; r. p. o. car pay, \$83,578.75 per annum, being \$235 per m. for 102.45 m. and \$2.0 per m. for 45.13 m. apt. 18 by 9, 6 t. a. w., Rushville and Vermont, 15.14 m.; 18 by 9, 6 t. a. w., 40 by 9, 7 t. a. w., thence to Yates City, 47.34 m. apt. 27 by 9, 6 t. a. w., 19 by 9, 6 t. a. w.; thence to Yates City, 26.54 m.; 19 by 9, 12 t. a. w., 27 by 9, 6 t. a. w., 40 by 9, 7 t. a. w., thence to 27 by 9, 6 t. a. w., 19 by 9, 6 t. a. w., residue, 12.42 m.; c. p. 7 out, 6 in, Peoria and Galesburg, 32.72 m.; 13 t. a. w., residue, 12.42 m. Galesburg, 23.58 m.; 40 by 9, 7 t. a. w., residue, 12.42 m. 6 in, Peoria and Galesburg, 32.72 m.; 13 t. a. w., residue, 12.42 m. 14 t. a. w., 90.89 m.; apt. 30 by 9 (av.), 14 t. a. w., over route, 96.89 m.; r. p. o. authorized, 11.60 ft., 1.50 ft. over route; r. p. o. run, 60 by 9, c. p. 12 out, 12 in, Galesburg and Fowler, 89.19 m., 19 out, 12 in, residue, 10.70 m.; r. p. o. car pay, \$8,950.19 per annum, being \$89 per m. for 99.89 m. apt. 14 by 9, 6 t. a. w., Burlington and Quincy, 71.87 m.; c. p. 5 t. a. w., Burlington and Quincy, 71.87 m. apt. 35 by 9, 6 t. a. w., 17 by 9, 6 t. a. w., Streator and Aurora, 60.31 m.; apt. 12 by 7, 6 t. a. w., over route 55.62 m.; c. p. 9 t. a. w., Mendota and Walnut, 25.87 m.; 9 t. a. w., thence to Clinton, 37.37 m.; 7 t. a. w., residue, 2.31 m. apt. 12 by 7, 6 t. a. w., Sterling and Shabbona, 47.62 m. r. p. o. authorized, 21.66 ft., Chicago and Davenport, r. p. o. run, 60 by 9, 14 t. a. w., 182.66 m.; apt. 30 by 9, 6 t. a. w., over route 182.66 m.; c. p. 75 out, 126 in, Chicago and Englewood, 6.68 m.; 93 out, 150 in, thence to Auburn Park, 1.96 m.; 75 out, 108 in, thence to South Englewood, 1.14 m.; 57 out, 30 in, thence to Washington Heights, 2.19 m.; 39 out, 66 in, thence to Blue Island, 3.73 m.; 33 out, 48 in, thence to Joliet, 31.74 m.; 33 out, 42 in, thence to Mar-selles, 38.33 m.; 33 out, 35 in, thence to Peru, 22.75 m.; 27 out, 29 in, thence to Rock Island, 81.62 m.; 34 out, 27 in, thence to Davenport, 1.52 m.; r. p. o. car pay.	11.15	148.77	9,418.62
185008	Rushville, Yates City.	do	63.31	8,499	27.41				
185009	Peoria, Rio	do	65.14	8,082	23.54				
185010	Galesburg, Quincy	do	99.89	19,112	29.34				
185011	Burlington, Iowa, Quincy, Ill.	do	71.87	672	15.16				
185012	Streator, Aurora	do	60.34	1,737	27.14				
185013	Mendota, Fulton	do	66.15	7,706	25.29				
185014	Sterling, Shabbona	do	47.85	454	30.46				
185015	Chicago, Ill., Davenport, Iowa	Chicago, Rock Island and Pacific Rwy. Co.	182.66		31.40				
							6.00	60.71	2,904.97
							57.47		
							11.00	70.97	5,100.61
							12.00	116.28	7,039.59
							8.59	72.68	4,807.78

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, &c.—Continued.

No. of routes.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
135024	ILLINOIS—continued. Peoria, Ill., Evansville, Ind.	Illinois Central R. R. Co.	Miles. 246.98	Pounds. 1,581	24.94	apt. 20 by 9, 6 out, 24 by 9, 6 in, Peoria and Mattoon, 119.18 m.; 30 by 9, 13 out, 7 in, 24 by 9, 6 in, thence to Evansville, 127.80 m.; c. p. 7 t. a. w., Peoria and Emden, 32.15 m.; 7 in, thence to Bethany, 64.47 m.; 14 out, 7 in, thence to Mattoon, 22.56 m.	14.10	110.30	Dollars. 27,241.89	
135025	Vacant.	.....do.....	88.57	746	24.76	apt. 16 by 9, 7 t. a. w., Effingham and Switz City, 88.51 m.; c. p. 6 t. a. w., Linton and Switz City, 6.31 m.	7.42	74.39		6,588.72
135026	Effner (n. o.), Ind., Keokuk, Iowa.	Toledo, Peoria and Western Rwy. Co.	223.70	1,385	27.31	apt. 32 by 9, 6 t. a. w., Effner (n. o.) and Peoria, 110.90 m.; 20 by 9, 6 t. a. w., thence to Keokuk, 112.60 m.; c. p. 7 in, Sheldon and Crescent City, 15.40 m.; 6 out, 7 in, thence to Gilman, 7.20 m.; 7 t. a. w., thence to Forrest, 21.70 m.; 14 out, 21 in, thence to Chenoa, 16.40 m.; 20 out, 21 in, thence to Peoria, 48.10 m.; 7 in, thence to Canton, 28.50 m.; 6 out, 7 in, thence to Bushnell, 31.40 m.; 6 out, 8 in, thence to Elvaston, 51.60 m.; 6 out, 7 in, thence to Keokuk, 1.80 m. c. p. 24 t. a. w., Beechwood and Mound City, 3.28 m.	15.83	101.75		22,761.47
135028	Beechwood, Mound City.	Illinois Central R. R. Co.	3.28	169	6.20	apt. 15 by 7, 6 t. a. w., 10 by 8, 6 t. a. w., Champaign and Whiteheath, 15.13 m.; 15 by 7, 6 t. a. w., thence to Havana, 86.29 m.; c. p. 7 in, Champaign and Whiteheath, 15.18 m.; 6 out, Lincoln and Easton, 26.25 m.	24.00	42.75		140.22
135029	Champaign, Havana.	.....do.....	101.47	512	24.62	(r. p. o. authorized 2 1/4 ft., East St. Louis and Carbondale, 92.69 m.; 21 ft., 50 ft., thence to Cairo, 56.89 m.; r. p. o. run, 60 by 9, 14 t. a. w., East St. Louis and Cairo, 149.38 m.; apt. 20 by 9, 6 t. a. w., East St. Louis and Murphysboro, 84.14 m.; 20 by 9, 6 t. a. w., 13 by 7, 6 t. a. w., thence to Carbondale, 8.55 m.; 25 by 9, 7 t. a. w., thence to Cairo, 56.89 m.; c. p. 7 out, East St. Louis and Puckneyville, 61.17 m.; 7 t. a. w., thence to Murphysboro, 22.97 m.; 8 t. a. w., thence to Carbondale, 8.55 m.; 13 t. a. w., residue, 56.89 m.; Carbondale and Cairo, 56.89 m.; land grant; r. p. o. car pay, \$10,323.50 per annum, being \$50 per m., for 92.69 m., and \$100 per m. for 56.89 m.; route restated.	8.19	64.12		6,506.25
135030	East St. Louis, Cairo.	.....do.....	92.69 56.89	18,616	28.95	apt. 14 by 7, 6 t. a. w., Chester and Menard, 1.30 m.; c. p. 7 out, Chester and Menard, 2.27 m.	98.63	316.35 253.08		43,730.21
135031	Chester, Menard.	Wabash, Chester and Western R. R. Co.	2.27	177	21.61		9.50	42.75		97.04

135082	East St. Louis, Ill., Evansville, Ind.	Louisville and Nash- ville R. R. Co.	161.90	51,611	27.16	r. p. o. authorized 21.50 ft., East St. Louis and Evansville; r. p. o. run, 50 by 9.14 t. a. w., East St. Louis and Evansville, 161.90 m.; c. p. 7 t. a. w., East St. Louis and Mount Vernon, 142.20 m.; 13 t. a. w., residue, 19.70 m.; r. p. o. car pay, \$12, 952 per annum, being \$80 per m. for 161.90 m.	21.78	283.96	45,956.98
135083	Beardstown, Ind., Shawneetown, Ill.	Baltimore and Ohio Southwestern R. R. Co.	229.12	822	27.11	r. p. o. authorized 17 by 9.6 t. a. w., Beardstown and Shawneetown, 228.12 m.; c. p. 7 t. a. w., Beardstown and Springfield, 46.48 m.; 13 t. a. w., thence to Pana, 42.69 m.; 7 t. a. w., thence to Flora, 65.56 m.; 6 t. a. w., thence to Shawneetown, 74.39 m.	13.79	77.81	17,827.82
135084	Springfield, Gilman ..	Illinois Central R. R. Co.	112.33	963	27.70	apt. 21 by 9.6 t. a. w., Springfield and Gilman, 112.23 m.; c. p. 14 out, 6 in, Springfield and Clinton, 44.66 m.; 7 out, 13 in, thence to Farmer City, 17.99 m.; 7 out, 10 in, thence residue, 49.68 m.	17.54	83.79	9,412.13
135085	Chicago, Ill., Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	85.89	164,888	41.06	r. p. o. authorized 61.60 ft. and 1.40 ft., Chicago to Milwaukee, 85.39 m.; r. p. o. run, 60 by 9.41 t. a. w., 40 by 9.71 t. a. w., Chicago and Milwaukee, 85.39 m.; apt. 26 by 9.18 t. a. w., Chicago and Rondout, 32.30 m.; 12 t. a. w., thence to Corliss, 29.50 m.; 29 by 9.12 t. a. w., 41 by 9.6 out, 43 by 9.6 out, 20 by 9.12 in, thence to Milwaukee, 23.59 m.; c. p. 37 t. a. w., Chicago and Rondout, 32.30 m., 19 out, 7 in, residue, 53.09 m.; r. p. o. car pay, \$27,751.75 per annum, being \$225 per m. for 85.39 m.	67.16	1,879.29	160,472.57
135086	Aurora, Forreston	Chicago, Burlington and Quincy Rwy. Co.	78.62	3,291	21.42	apt. 22 by 9.6 t. a. w.; 25 by 9.6 t. a. w.; 24 by 9.6 t. a. w., Aurora and Rochelle, 45.87 m.; 22 by 9.6 t. a. w.; 25 by 9.6 t. a. w., thence to Oregon, 15.24 m.; 22 by 9.6 t. a. w., residue, 17.98 m.; c. p. 7 t. a. w., Aurora and Oregon, 61.50 m.; 6 t. a. w., residue, 18.12 m.	20.79	146.21	11,641.24
135087	Vincennes, Ind., St. Francisville, Ill.	Cleveland, Cincin- nati, Chicago and St. Louis Rwy. Co. Chicago, Peoria and St. Louis Rwy. Co. of Illinois.	9.88	1,155	33.30	apt. 16 by 9.6 t. a. w., Vincennes and St. Francisville, 9.76 m.; c. p. 12 t. a. w., Vincennes and St. Francisville, 9.88 m.	18.00	91.49	908.92
135088	Havana, Jacksonville.	Chicago, Burlington and Quincy Rwy. Co.	42.37	504	30.46	apt. 16 by 7.12 t. a. w., Havana and Jacksonville, 41.70 m.	12.00	64.12	2,716.76
135089	Murphysboro, Ill., Cape Girardeau, Mo.	Illinois Central R. R. Co.	48.72	662	18.76	apt. 13 by 7.6 t. a. w., Murphysboro and Cape Girardeau, 48.56 m.; c. p. 1 t. a. w., Murphysboro and Cape Girardeau, 48.72 m.	7.00	70.11	3,415.75
135040	Peoria, Rock Island (C. R. I. & P. depot.)	Chicago, Rock Island and Pacific Rwy. Co.	93.08	1,757	28.29	apt. 18 by 9.12 t. a. w., Peoria and Rock Island, 93.08 m.; c. p. 7 out, 1 in, Peoria and Rock Island, 93.08 m.	16.00	117.14	10,903.39
135041	Quincy, Ill., Hanni- bal, Mo.	Chicago, Burlington and Quincy Rwy. Co.	19.77	3,969	31.38	r. p. o. authorized 11.40 ft., Quincy and Hannibal, 18.63 m.; r. p. o. run, 60 by 9.7 t. a. w., Quincy and Hannibal, 19.29 m.; apt. 28 by 9.6 t. a. w.; 12 by 7.6 t. a. w., Quincy and Fall Creek, 12.88 m.; 28 by 9.6 t. a. w., residue, 6.41 m.; c. p. 8 t. a. w., Quincy and Hannibal, 19.77 m.; r. p. o. car pay \$482.25 per annum, being \$25 per m. for 19.29 m.	24.76	155.61	3,076.40
135042	Chicago, Ill., Terre Haute, Ind.	Chicago and Eastern Illinois R. R. Co.	178.59	21,343	29.53	r. p. o. authorized 11.50 ft., Chicago and Terre Haute, r. p. o. run, 50 by 9.7 t. a. w., Chicago and Terre Haute, 178.59 m.; apt. 13 by 7.6 t. a. w., Chicago and Terre Haute, 178.59 m.; 12 t. a. w., residue, c. p. 40 out, 34 in, Chicago and Chicago Heights, 96.65 m.; 33 t. a. w., thence to Crete, 3.79 m.; 27 out, 33 in, thence to Momence, 19.52 m.; 14 out, 21 in, thence to Wellington, 44.34 m.; 29 out, 21 in, thence to Rossville, 6.94 m.; 26 out, 27 in, thence to Roseville Junction, 4.41 m.; 20 out, 21 in, thence to Bismarck, 8.63 m.; 14 out, 21 in, thence to Danville Junction, 9.13 m.; 20 out, 14 in, thence to Cayuga Junction, 13.75 m.; 14 t. a. w., thence to Terre Haute, 96.40 m.; r. p. o. car pay \$7,143.60 per annum, being \$40 per m. for 178.59 m.	35.02	345.42	61,688.55

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per portion.	Dollars.	Annual rate of pay for transportation.
			Miles.	Pounds.			11.54	57.29		Dollars.
135043	ILLINOIS—continued. Streator, Forrest.....	Wabash R. R. Co.....	31.74 5.62	414	28.50	c. p. 12 t. a. w., Streator and Fairbury, 31.74 m.; 6 out, 12 in, residue, 5.62 m.; Fairbury and Forrest, 5.62 m. lap service over 135027; route restated.	11.54	57.29		1,914.48
135044	Danville Incline Chicago and East- ern Illinois R. R. east bank of Mis- sissippi River. Carbondale, Ill., Pe- ducua, Ky.	Chicago and Eastern Illinois R. R. Co. Illinois Central R. R. Co.	275.47 74.26	1,115	27.33	apt. 25 by 9.7 out, 6 in, Danville, and Marion, 214.09 m.; 7 t. a. w., residue, 61.38 m.; c. p. 12 t. a. w., Danville and Tuscola, 50.88 m.; 6 t. a. w., thence to Marion, 163.21 m.; 0 t. a. w., residue, 61.38 m.; route restated.	12.35	89.78		24,731.69
135045	Jacksonville, Centra- lia. Lake Creek, Carbon- dale Junction (n. o.).	Jacksonville and St. Louis Rwy. Co. Illinois Central R. R. Co.	110.76 18.22	312	25.58	r. p. o. authorized 2 l. 40 ft., Pluckneyville and Carbondale (omitted from July 1, 1903); apt. 24 by 9.7 t. a. w., Carbondale, Ill., and Pe- ducua, Ky., 74.14 m.; c. p. 13 t. a. w., Carbondale and Marion, 16.37 m.; 7 t. a. w., thence to Brockport, 52.59 m.; 0 t. a. w., residue; route restated.	14.82	112.86		8,380.98
135046	Terre Haute, Ind., De- catur Junction, Ill. Maroa, Peoria, Ill.....	Terre Haute and In- dianapolis R. R. Co. St. Louis Rwy. Co. Chicago, Peoria and St. Louis Rwy. Co. Cleveland, Cin- cinnati, Chicago and St. Louis Rwy. Co.	92.41 15.06 66.16	642	29.51	apt. 24 by 9.6 t. a. w., over route; c. p. 6 t. a. w., Jacksonville and Franklin, 12.80 m. apt. 13 by 7.6 t. a. w., Lake Creek and Carbondale Junction (n. o.), 18.15 m.; c. p. 1 t. a. w., Lake Creek and Carbondale Junction (n. o.), 18.22 m. apt. 27 by 9.6 t. a. w., over route; c. p. 6 out, Terre Haute and Arthur, 63.60 m.; 0 t. a. w., thence to Decatur, 30.87 m.; 12 out, 13 in, thence to Wayneville, 32.32 m.; 6 out, 7 in, thence to Peoria, 46.81 m.; Decatur Junction (n. o.), and Maroa, 15.06 m.; land grant, and lap over 135021.	6.69	50.45		5,587.84
135047	Terre Haute, Ind., De- catur Junction, Ill. Maroa, Peoria, Ill.....	Terre Haute and In- dianapolis R. R. Co. St. Louis Rwy. Co. Chicago, Peoria and St. Louis Rwy. Co.	92.41 15.06 66.16	642	29.51	apt. 24 by 9.6 t. a. w., over route; c. p. 6 out, Terre Haute and Arthur, 63.60 m.; 0 t. a. w., thence to Decatur, 30.87 m.; 12 out, 13 in, thence to Wayneville, 32.32 m.; 6 out, 7 in, thence to Peoria, 46.81 m.; Decatur Junction (n. o.), and Maroa, 15.06 m.; land grant, and lap over 135021.	7.00	70.11		1,277.40
135048	Terre Haute, Ind., De- catur Junction, Ill. Maroa, Peoria, Ill.....	Terre Haute and In- dianapolis R. R. Co. St. Louis Rwy. Co. Chicago, Peoria and St. Louis Rwy. Co.	92.41 15.06 66.16	642	29.51	apt. 24 by 9.6 t. a. w., over route; c. p. 6 out, Terre Haute and Arthur, 63.60 m.; 0 t. a. w., thence to Decatur, 30.87 m.; 12 out, 13 in, thence to Wayneville, 32.32 m.; 6 out, 7 in, thence to Peoria, 46.81 m.; Decatur Junction (n. o.), and Maroa, 15.06 m.; land grant, and lap over 135021.	70.11	70.11		11,230.58
135049	Peoria, Springfield ...	St. Louis Rwy. Co. Chicago, Peoria and St. Louis Rwy. Co.	88.00	1,069	29.78	apt. 24 by 9.6 t. a. w.; 16 by 7.6 t. a. w., Peoria and Springfield, 88 m.; c. p. 7 t. a. w., Peoria and Havana, 41 m.; 7 out, thence residue, 47 m.	17.13	88.07		7,760.16
135050	Danville Junction (n. o.), Cairo.	Cleveland, Cin- cinnati, Chicago and St. Louis Rwy. Co.	260.97	1,109	26.21	apt. 25 by 9.6 t. a. w.; 23 by 9.6 t. a. w., Danville Junction (n. o.), and St. Francisville, 111.96 m.; 25 by 9.6 t. a. w.; 23 by 9.6 t. a. w.; 16 by 9.6 t. a. w., thence to Mount Carmel, 14.03 m.; 25 by 9.6 t. a. w.; 16 by 9.6 t. a. w., thence residue, 134.96 m.; route restated.	12.32	89.78		23,429.88
135051	Ancona, Eureka.....	Atchafson, Topeka and Santa Fe Rwy. Co.	31.53 6.87	834	30.09	apt. 23 by 9.6 t. a. w., Ancona and Pekin, 57.94 m.; Eureka and Wash- ington, 6.87 m., lap over 135027.	6.00	77.81		4,217.08
135052	Washington, Pekin... Cortland and Sycamore ..	Chicago and North- western Rwy. Co.	20.10 5.16	57	18.40	c. p. 6 out, 13 in, Cortland and Sycamore, 5.16 m.....	12.50	77.81		220.59

135053	East St. Louis, Cairo...	Mobile and Ohio R. R. Co.	152.50	6,054	29.13	apt. 25 by 9, 14 t. a. w., East St. Louis and Cairo, 132.50 m.; c. p. 6 t. a. w., East St. Louis and Percy, 64 m.; c. p. 6 t. a. w., residue, 62.60 m.	17.02	182.12	27,773.80
135054	Chicago, Ill., Marion, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	228.34 (av.)	13,922	32.35	r. p. o. authorized 2 t. a. w., Chicago and Marion, 228.30 m.; c. p. 6 t. a. w., 60 by 9, 6 t. a. w., Chicago and Marion, 228.30 m.; route restated, r. p. o. car pay, \$15.256 per annum, being \$80 per m. for 228.30 m.	27.57	266.76	60,911.97
135055	Indianapolis, Ind., Springfield, Ill.	Cincinnati, Indianapolis and Western Rwy. Co.	196.61	2,307	24.45	apt. 21 by 9, 12 t. a. w., Indianapolis and Tuscola, 116.81 m.; 6 t. a. w., thence to Springfield, 79.80 m.; c. p. 13 out, 7 in, Indianapolis and Rockdale, 38.21 m.; 7 t. a. w., thence to Tuscola, 81.60 m.; 13 t. a. w., thence to La Place, 22.80 m.; 7 t. a. w., thence to Springfield, 57 m.; c. p. 34 out, 30 in, St. Charles and Geneva, 2.66 m.; 43 out, 38 in, thence to Aurora, 9.70 m.	17.79	132.53	26,056.72
135056	St. Charles, Aurora...	Chicago and North-western Rwy. Co.	12.86	482	28.72	apt. 24 by 10, 6 t. a. w., Rockelle and Rockford, 36.27 m.; c. p. 6 t. a. w., Rockelle and Rockford, 36.42 m.	37.59	62.42	771.51
135057	Rockelle, Rockford...	Chicago, Burlington and Quincy Rwy. Co.	26.42	886	26.43	apt. 15 by 7, 6 t. a. w., over route; c. p. 6 out, 0 in, Peotomie and Railroad, 18.36 m.	12.00	77.81	2,055.74
135058	West Lebanon, Ind., Leroy, Ill.	Illinois Central R. R. Co.	74.98	348	19.58	apt. 15 by 7, 6 t. a. w., over route; c. p. 6 out, 0 in, Peotomie and Railroad, 18.36 m.	6.75	53.01	3,974.68
135059	Rock Island, Cable...	Chicago, Rock Island and Pacific Rwy. Co.	27.50	505	15.27	c. p. 18 out, 12 in, Rock Island and Preemption, 22.10 m.; 12 t. a. w., residue, 5.40 m.	14.50	64.12	1,768.30
135060	Vacant								
135061	Alton Junction (n.o.) Chicago and Alton Junction (n.o.) St. Louis Rwy. Co.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	4.20	776	26.89	c. p. 32 out, 31 in, over route, 4.20 m.	31.50	75.24	316.00
135062	Kankakee, Bloomington.	Illinois Central R. R. Co.	85.33	719	28.76	apt. 21 by 9, 6 t. a. w., over route; 15 by 7, 6 t. a. w., Kankakee and Kempton, 27.94 m.; c. p. 6 t. a. w., Kempton and Bloomington, 57.38 m.	12.00	72.68	6,201.78
135063	Shumway, Altonmont.	Wabash R. R. Co.	10.64	33	15.45	c. p. 6 t. a. w., Shumway and Altonmont, 10.64 m.	6.00	42.75	454.85
135064	Kempton, Kankakee	Illinois Central R. R. Co.	43.02	294	23.50	apt. 15 by 7, 6 t. a. w., over route, 42.96 m.; c. p. 6 t. a. w., over route, 43.02 m.	12.00	46.74	2,096.79
135065	Sidney, Champaign	Wabash R. R. Co.	12.28	216	30.00	c. p. 24 out, 15 in, over route, 12.28 m.	21.00	43.61	534.65
135066	Chicago, Effingham	do	213.40	4,118	31.06	c. p. 24 out, 15 in, over route, 12.28 m.	22.30	186.18	33,756.61
135067	Havana, Galenburgh...	Fulton County Narrow Gauge Rwy. Co.	59.84	446	20.66	c. p. 24 out, 15 in, over route, 12.28 m.	6.44	59.85	3,581.42
135068	Peoria, Ill., Oskaloosa, Iowa.	Iowa Central Rwy. Co.	188.90	1,023	27.11	apt. 25 by 9, 6 t. a. w., 19 by 7, 6 t. a. w., Peoria and Keithsburg, 91 m.; 35 by 9, 6 t. a. w., thence to Oskaloosa, 97.90 m.; c. p. 7 t. a. w., Keithsburg and Oskaloosa, 97.90 m.	12.61	86.86	16,313.40
135069	Kankakee, Seneca...	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	42.85	219	11.38	apt. 15 by 6, 6 t. a. w., Kankakee and Seneca, 42.50 m.; c. p. 0 out, 6 in, Gardner and Seneca, 15.95 m.	7.32	43.61	1,868.63
135070	Galva, Gladstone...	Chicago, Burlington and Quincy Rwy. Co.	71.63	896	23.19	apt. 19 by 9, 6 t. a. w., Galva and Gladstone, 71.44 m.; c. p. 6 t. a. w., Galva and Gladstone, 71.63 m.; route restated.	12.00	80.37	5,756.90
135071	Aurora, West Chicago.	do	12.94	90	12.30	c. p. 6 out, 12 in, Aurora and North Aurora, 4.01 m.; 6 t. a. w., residue, 8.89 m.	6.92	42.75	553.18

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
	ILLINOIS—continued.		Miles.	Pounds.				Dollars.	Dollars.
135072	Elmwood, Buda.....	Chicago, Burlington, and Quincy Rwy. Co.	44.96	1,120	27.41	apt. 19 by 3.6 t. a. w., Elmwood and Buda, 44.96 m.; c. p., 6 in. Buda and Buda, 26.64 m.	7.77	90.68	4,074.72
135073	Oregon, Ill., Minneapolis, Minn.	.....do.....	844.14	4,500	31.10	apt. 25 by 3.13 t. a. w., Oregon and Minneapolis, 343.18 m.; c. p. 0 t. a. w., Oregon and Savanna, 47.56 m.; 6 out, thence to East Dubuque, 35.36 m.; 0 t. a. w., thence to St. Paul Park, 256.36 m.; 6 t. a. w., thence to Newport, 1.15 m.; 6 out, 12 in, thence to Highwood, 1 m.; 18 out, 24 in, thence to St. Paul, 1.15 m.; 0 t. a. w., residue, 10.60 m. c. p. 12 t. a. w., Varma and Lacon, 10.21 m.	13.82	168.31	56,201.50
135074	Varma, Lacon.....	Chicago and Alton Rwy. Co.	10.21	48	30.36	c. p. 33 t. a. w., Mayeville and Pittsfield, 6.74 m.	12.00	42.75	436.47
135075	Mayville, Pittsfield..	Wabash R. R. Co.....	6.74	610	24.40	c. p. 12 t. a. w., Lebarge and Burlington, 13.20 m.	33.00	68.40	461.01
135076	Lamar, Ill., Burlington, Iowa.....	Western Rwy. Co.	19.70	310	16.98	c. p. 10 t. a. w., Whiteheath and Decatur, 31.04 m.; c. p. 7 t. a. w., Whiteheath, Decatur.	13.00	50.45	993.86
135077	McLeansboro, Shaw- neetown, Mo.	Illinois Central R. R. Co.	31.90	287	14.96	apt. 10 by 8.6 t. a. w., Whiteheath and Decatur, 31.04 m.; c. p. 7 t. a. w., Whiteheath and Decatur, 31.04 m.	18.00	48.74	1,625.56
135078	McLeansboro, Shaw- neetown, Mo.	White R. R. Co.	41.65	213	10.56	apt. 10 by 9.4 t. a. w., over route, 40.60 m.; c. p., 0 out, 6 in, Eldorado and Equality, 7.74 m.	6.55	48.61	1,816.95
135079	Fall Creek, Ill., Louisiana, Mo.	Chicago, Burlington, and Quincy Rwy. Co.	31.62	205	15.43	apt. 12 by 7.6 t. a. w., Fall Creek and Louisiana, 31.21 m.	6.00	42.75	1,351.75
135080	Wellington, Clisma Park, Elveston.....	Chicago and Eastern Illinois R. R. Co.	12.83	262	15.66	c. p., 12 t. a. w., Wellington and Clisma Park, 12.83 m.	12.00	47.08	603.39
135081	Bluffa, Elveston.....	Wabash R. R. Co.....	68.13	1,083	26.40	apt. 20 by 3.6 t. a. w., 20 by 7.7 t. a. w., Bluffs to Keokuk, 75.80 m.; c. p. 7 in, Elveston and Mt. Sterling, 10.90 m.; Elveston, Ill., and Keokuk, Iowa, 7.80 m. lap over 135077, route readjusted.	13.50	88.92	6,311.53
135082	Stark, Ill., South Bend, Ind.	Indiana, Illinois, and Iowa R. R. Co.	152.87	794	30.62	apt. 10 by 7.6 t. a. w., 16.51 m.	8.57	76.10	11,633.40
135083	Springfield, Granite	Chicago, Peoria, and St. Louis Rwy. Co.	103.68	796	28.29	apt. 14 by 3.6 t. a. w., Springfield and Granite, 103.10 m.; c. p. 7 t. a. w., Springfield and Granite, 103.68 m.	13.00	76.10	7,890.04
135084	Sterling, Barstow.....	Chicago, Burlington, and Quincy Rwy. Co.	41.14	383	24.73	apt. 13 by 7.6 t. a. w., Sterling and Barstow, 40.91 m.; c. p., 6 out, Sterling and Osborn, 56.75 m.	8.67	52.16	2,145.86
135085	Vacant.	Illinois Central R. R. Co.	8.84	39	18.22	c. p. 6 t. a. w., Buckingham and Clarke City, 8.84 m.	6.00	42.75	377.91
135086	Buckingham, Clarke City.	.....do.....							

185087	Caledonia, Spring Valley.	Chicago and North-western Rwy. Co.	85.59	304	28.56	apt. 12 by 7.6 t. a. w., Caledonia and Spring Valley, 85 m.; c. p. 0 out, 6 in, Caledonia and Bevidere, 9.06 m.; 6 out, thence to Dekalb, 26 m.; c. p. 6 t. a. w., Streator and Zeating, 49.20 m.; Ladd and Zeating (n. o.), 6.56 m., lap over 135162; route resided.	7.22	49.59	4,244.40
185088	Streator, Zeating (n. o.).	Iowa R. Co.	43.90	96	26.83	r. p. o. authorized 1, 50 ft., Chicago and Rugby Junction (n. o.); r. p. o. run, 60 by 9.7 t. a. w., Chicago, Ill., and Rugby Junction (n. o.); Wile, 120.40 m.; apt. 30 by 9.6 t. a. w., Chicago and Rugby Junction (n. o.), 120.40 m.; c. p. 19 t. a. w., Chicago and Grays Lake, 38.20 m., 19 out, 13 in, thence to Burlington, 27.20 m.; 19 t. a. w., thence to Mukwonga, 13.50 m.; 13 t. a. w., thence to Waukesha, 11.50 m.; 13 out, 7 in, thence to Rugby Junction (n. o.), 30 m.; t. p. o. car pay, \$4.816 per annum, being \$40 per m. for 120.40 m.	6.00	42.75	1,851.07
185089	Chicago, Ill., Rugby Junction (n. o.), Wia.	Wisconsin Central Rwy. Co.	120.40	9,135	30.17	c. p. 13 t. a. w., Savanna and Fulton, 18.25 m.	29.25	214.61	25,889.04
185090	Savanna, Fulton.....	Chicago, Burlington and Quincy Rwy. Co.	18.28	2,370	36.26	c. p. 13 t. a. w., Galewood (n. o.) and Dunning, 2.87 m.	13.00	133.88	2,438.18
185091	Galewood (n. o.), Dunning (station, Chicago).	Chicago, Milwaukee and St. Paul Rwy. Co.	2.87	77	17.90	c. p. 27 t. a. w., Galena and Galena Junction (n. o.), 3.65 m.	13.00	42.75	122.69
185092	Galena, Galena Junction (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	3.65	187	14.64	c. p. 15 by 9.7 t. a. w., Salem and Chester, 87.30 m.; c. p. 7 t. a. w., Conterville and Joppa Junction, 20.82 m.	27.00	42.75	156.03
185093	Salem, Chester.....	Illinois Central R. R. Co.	88.42	707	23.79	c. p. 15 out, 12 in, residue, 11.85 m.	8.64	72.68	6,428.86
185094	Joppa Junction (n. o.), Joppa.	Chicago and Eastern Illinois R. R. Co.	15.73	71	15.73	c. p. 30 by 9.7 t. a. w., Chicago, Ill., and Dubuque, Iowa, 173.10 m.; c. p. 12 t. a. w., Chicago and Lily Lake, 49.14 m.; 6 t. a. w., thence to Dubuque, 126.96 m.; Alken to a point 07 m. southeast of Portage Curve, 1.85 m., lap over 135073, point 07 m. southeast of Portage Curve, 11 in, to west end of Dunleith bridge, 18.52 m., and lap over 135021, 18.52 m. and thence, and lap over 135021, 18.52 m.	13.51	42.75	672.45
185095	Chicago, Alken.....	Chicago Great Western Rwy. Co.	157.43	6,176	23.10	apt. 25 by 9.9 t. a. w., Rockford and Rockton, 15.10 m.; c. p. 12 t. a. w., Rockford and Nockton, 15.21 m.	18.00	78.66	1,196.41
185096	Alken, Portage Curve, Portage Curve, Dubuque, Iowa.	Chicago Great Western Rwy. Co.	1.85			r. p. o. authorized 1, 60 ft. and 1, 50 ft., Chicago and Kansas City, 454.25 m.; r. p. o. run, 60 by 9.7 t. a. w., Chicago and Kansas City, 454.25 m.; 60 by 9.7 t. a. w., 30 by 9.6 t. a. w., Chicago and Rockford, 97.24 m.; 40 by 9.7 t. a. w., 30 by 9.6 t. a. w., 20 by 9.6 t. a. w., 20 by 9.6 t. a. w., thence to Alken, 58.55 m.; 60 by 9.7 t. a. w., 30 by 9.6 t. a. w., thence to Fort Madison, 137.45 m.; 60 by 9.7 t. a. w., residue, 221.01 m.; c. p. 6 out, 13 in, Chicago and Joliet, 37.24 m.; 0 out, 7 m., residue, 47.09 m.; r. p. o. car pay, \$40.88250 per annum, being \$40 per m. for 454.25 m.	182.97	67.64	29,761.72
185097	Rockford, Rockton.....	Chicago, Milwaukee and St. Paul Rwy. Co.	15.21	848	33.54	apt. 26 by 9.6 t. a. w., Rondout and Janesville, 66.70 m.; c. p. 18 t. a. w., Rondout and Libertyville, 3.20 m.; 12 t. a. w., thence residue, 63.54 m.; route resided.	20.59	60.19	
185098	Vacant.	Atchison, Topeka and Santa Fe Rwy. Co.	454.25	35,104	37.93	c. p. 12 t. a. w., Milledst Junction (n. o.) and Milledst, 7.27 m.	18.00		
185099	Chicago, Ill., Kansas City, Mo.	Chicago, Milwaukee and St. Paul Rwy. Co.	66.70	1,003	33.54	c. p. 18 out, 12 in, Buffalo and Mechanicburg, 3.64 m.	18.28	85.50	5,702.85
185100	Rondout, Ill., Janesville, Wia.	Chicago, Milwaukee and St. Paul Rwy. Co.	7.27	121	15.80		12.00	42.75	310.79
185101	Milledst Junction (n. o.), Milledst, Buffalo, Mechanicburg.	Mobile and Ohio R. R. Co., Mechanicburg and Buffalo Rwy. Co.	3.64	100	10.20		15.00	42.75	155.61

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route. Miles.	Average weight of mails carried per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trip per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation. Dollars.
135102	ILLINOIS—continued. Streator, Walnut.....	Chicago, Burlington and Quincy Rwy. Co.	56.98	107	16.73	c. p. 6 t. a. w., Streator and Ladd, 36.56 m.; 12 t. a. w., thence to Zea- ring, 6.56 m.; 6 t. a. w., residue, 16.96 m.	6.65	\$42.75	2,584.14
135103	Freeport, Madison....	Illinois Central R. R. Co.	61.60	956	21.17	apt. 18 by 10, 6 t. a. w.; 15 by 7, 6 t. a. w., Freeport and Redoak, 8.30 m.; 18 by 10, 6 t. a. w., thence to Madison, 53.30 m.; c. p. 12 t. a. w., Freeport and Redoak, 8.30 m.; 6 t. a. w., thence to Fitchburg, 43.70 m.	12.68	82.94	5,109.10
135104	Redoak, Dodgeville....	do	57.77	463	21.78	apt. 15 by 7, 6 t. a. w., Redoak and Dodgeville, 57.30 m.; c. p. 6 t. a. w., Redoak and Jonesdale, 49.17 m. r. p. o. authorized 11.60 ft. Chicago and Freeport, 114.49 m.; 1.60 ft. and 11.30 ft., Freeport and Dubuque, 68.76 m.; r. p. o. run 69 by 9, 7 t. a. w., Chicago and Freeport, 114.49 m.; 60 by 9, 7 t. a. w., and 50 by 9, 6 t. a. w., thence Dubuque, 68.76 m.; apt. 17 by 7, 6 t. a. w., Chicago and Freeport, 114.49 m.; c. p. 26 out, 19 in, Chicago and South Addi- son, 22.29 m.; 14 out, 7 in, thence to Rockford, 64.50 m.; 14 t. a. w., thence to Freeport, 27.70 m.; 20 out, 13 in, thence to Elroy, 7.32 m., 14 out, 13 in, thence to Dubuque, 68.84 m.; Freeport and Dubuque, 68.76 m., land grant; route resubated, r. p. o. car, July \$11,912.90, being \$50 per m. for 114.49 m., and \$50 per m. for 68.76 m.	11.10	60.71	3,507.21
135105	Chicago, Dubuque....	do	{ 114.49 } { 68.76 }	17,667	34.45	c. p. 12 t. a. w., South Addison (n. o.) and Addison, 1.96 m.	26.74	{ 303.09 } { 244.87 }	{ 51,881.50 }
135106	Vacant.	do	1.96	87	12.50	c. p. 12 t. a. w., Joliet and Aurora, 24.87 m.	12.00	42.75	83.79
135107	South Addison (n. o.), Addison.	Elgin, Joliet and East- ern Rwy. Co.	24.87	226	13.11	c. p. 14 t. a. w., Lockhaven (n. o.) and Grafton, 8.59 m.	12.00	44.46	1,105.72
135108	Joliet, Aurora.....	Chicago, Peoria and St. Louis Rwy. Co.	8.59	226	17.20	c. p. 18 out, 25 in, South Englewood and Blue Island, 6.77 m.	14.00	44.46	381.91
135109	Lockhaven (n. o.), Grafton.	Chicago and Alton Rwy. Co.	6.77	102	20.33	apt. 40 by 9, 6 t. a. w., Springfield and Peoria, 64.52 m.; c. p. 7 t. a. w., Springfield and Peoria, 64.52 m.	21.50	42.75	289.41
135111	South Englewood, Blue Island.	Chicago, Rock Island and Pacific Rwy. Co.	64.52	1,094	31.93	apt. 14 by 7, 6 t. a. w., Mt. Vernon and Chester, 63.10 m.; c. p. 7 t. a. w., Tamaroa and Chester, 41.84 m.	13.00	88.92	5,787.11
135112	Springfield, Peoria....	Chicago and Alton Rwy. Co.	64.52	1,094	31.93	apt. 12 by 7, 6 t. a. w., Nelson Junction (n. o.) and Peoria, 65 m.	10.55	61.56	3,953.99
135113	Vacant.	Wabash, Chester and Western R. R. Co.	64.23	467	21.61		6.00	42.75	3,633.75
135114	Mt. Vernon, Chester...	Chicago and North- western Rwy. Co.	85.00	138	25.02				
135115	Nelson Junction (n. o.), Peoria.								

185116	Arpee, New Boston ...	Chicago, Burlington and Quincy Rwy. Co.	3.06	182	28.78	apt. 19 by 9, 12 t. a. w., Arpee and New Boston, 2.84 m.; formerly a spur of 185070.	12.00	42.75	131.67
185117	Vacant.	Illinois Central R. R. Co.	60.67	399	14.90	apt. 21 by 9, 6 t. a. w., Pinckneyville and Eldorado, 59.88 m.; c. p. 6 out, 13 in, over route, 10.31 m.; 7 t. a. w., thence to Benton, 18.40 m.; thence to Galatia, 21.20 m.; 0 t. a. w., residue; formerly part of 185080.	11.88	56.43	8,423.60
185118	Pinckneyville, Eldorado.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.80	814	36.06	c. p. 27 out, 19 in, over route, 11.80 m.; lap service over route 185057.	23.00	35.05	413.59
185119	Rockford, Davis Junction (n. o.).	do.	55.70	878	22.28	apt. 29 by 9, 6 t. a. w., over route, 55.70 m.; route restated.	6.00	79.52	4,429.26
185120	Savanna, Rock Island.	do.	6.20	165	15.15	c. p. 12 t. a. w., over route, 6.20 m.	12.00	42.75	265.05
185121	Vacant.	Toledo, Peoria and Western Rwy. Co.	66.58	1,047	26.63	apt. 15 by 9, 6 t. a. w., over route, 66.58 m.; c. p. 6 t. a. w., over route, 66.58 m.	12.00	87.21	5,806.44
185122	Hamilton, Warsaw ...	St. Louis Iron Mountain and Southern Rwy. Co.	2.13	563	12.84	c. p. 40 out, 89 in, over route, 2.13 m.	39.50	66.69	142.04
185123	East St. Louis, Chester.	Wabash R. R. Co.	15.96	272	10.66	c. p. 14 t. a. w., over route, 15.96 m.	14.00	47.88	764.16
185124	Edwardsville Junction (n. o.), Edwardsville.	Illinois Central R. R. Co.	9.11	226	9.35	c. p. 18 out, 12 in, over route, 9.11 m.	15.00	44.46	405.08
185125	Reevesville, Golconda.	Pawnee R. R. Co.	6.64	312	11.73	(apt. 12 by 7, 6 t. a. w., over route, 63.16 m.; Litchfield and Barnett, 6.64 m., lap over 185046; route restated.	6.00	18.81	2,975.81
185126	Auburn, Pawnee ...	Quincy, Carrollton and St. Louis Rwy. Co.	4.92	1,066	13.04	c. p. 50 out, 51 in, over route, 4.92 m.	50.50	87.21	429.07
185127	Litchfield, Kampsville.	Illinois Central R. R. Co.	1.70	982	23.98	c. p. 50 out, 49 in, over route, 1.70 m.	49.50	84.65	143.90
185128	Sixty-seventh street, Chicago, South Chicago.	do.	35.16	127	7.04	c. p. 6 t. a. w., over route, 35.16 m.	6.00	42.75	1,508.09
185129	Blue Island Junction (n. o.), West Pullman.	Chicago and Eastern Illinois R. R. Co.	96.55	346	27.18	apt. 20 by 9, 6 t. a. w., over route, 96.55 m.; c. p. 7 out, 13 in, Springfield and Litchfield, 44.64 m.; 6 out, 13 in, residue, 53.91 m., route restated.	15.72	53.01	5,224.13
185130	Roseville Junction (n. o.), Sidell.	Illinois Central R. R. Co.	4.72	142	13.80	c. p. 12 t. a. w., over route, 4.72 m.	12.00	42.75	201.78
185131	Vacant.	Chicago, Rock Island and Pacific Rwy. Co.	140.78	7,718	31.88	r. p. o. authorized 1.40 ft., over route; r. p. o. run, 60 by 9, 7 t. a. w., 140.30 m.; apt. 28 by 9, 6 t. a. w., over route, 140.30 m.; c. p. 21 out, 20 in, Decatur and Springfield, 98.60 m.; 15 out, 14 in, thence to Chaplin, 43.90 m.; 8 out, 7 in, thence to Bluffs, 7.50 m.; 8 t. a. w., thence to Hannibal, 50.78 m.; route restated; r. p. o. car pay, \$3,307.50 per annum, being \$35 per m., for 140.30 m.	26.42	199.22	28,046.19
185132	Springfield, East St. Louis.	Wabash R. R. Co.	5.70	191	27.70	(c. p. 7 out, 13 in, Clayton and Camppoint, 5.70 m.; 7 t. a. w., thence to Quincy, 22 m.; Camppoint to Quincy, 22 m., lap over 185010; route restated.	7.61	42.75	281.29
185133	Preemption, Sherrard.	do.	22.00					1.71	
185134	Decatur, Ill., Hannibal, Mo.								
185135	Clayton, Quincy								

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
137001	MICHIGAN. Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	6,044	32.32	c. p. 26 out, 19 in, Toledo and Detroit, 63.50 m.	22.50	182.12	11,564.62
137002	Monroe, Adrian	do.	34	2,121	9.87	apt. 13 by 7, 12 t. a. w., Monroe and Adrian, 33.20 m.	12.00	129.96	4,418.64
137003	Lenawee Junction, Jackson.	do.	42.06	1,735	24.76	apt. 17 by 9, 6 t. a. w., 20 by 7, 6 t. a. w., 12 by 6, 6 t. a. w., Lenawee Junction and Tecumseh, 9.10 m.; 17 by 9, 6 t. a. w., 20 by 7, 6 t. a. w., thence to Jackson, 32.90 m.; c. p. 6 t. a. w., Lenawee Junction and Tecumseh, 9.15 m.; 0 t. a. w., thence to Jackson, 32.95 m.; route restated.	14.60	116.28	4,889.57
137004	White Pigeon, Grand Rapids.	do.	95.08	2,990	29.91	apt. 17 by 9, 6 t. a. w., 25 by 9, 7 t. a. w., White Pigeon and Grand Rapids, 94.70 m.	13.00	141.98	13,494.70
137005	Jonesville, Lansing	do.	60	927	26.37	apt. 17 by 9, 6 t. a. w., 18 by 9, 6 t. a. w. Land grant, Jonesville and Lansing, 60 m.	12.00	65.66	3,839.60
137006	Detroit, Mich., Chicago, Ill.	Michigan Central R.R. Co.	294.33	38,645	84.34	r. p. o. authorized, 111.60 ft., 11.35 ft., and 11.30 ft., Detroit and Chicago, 284.33 m.; r. p. o. run, 60 by 9, 15 out, 16 in, 55 by 9, 7 t. a. w., Detroit and Chicago, 284.33 m.; apt. 60 by 9, 7 out, 30 by 9, 6 out, 13 in, 25 by 8, 6 t. a. w., 18 by 9, 7 out, Detroit and Jackson, 75.38 m.; 60 by 9, 7 out, 50 by 9, 7 t. a. w., thence to Niles, 115.91 m.; 60 by 9, 7 out, 50 by 9, 7 in, 25 by 8, 6 t. a. w., thence to New Buffalo, 26.79 m.; 60 by 9, 7 out, 50 by 9, 7 in, 25 by 8, 6 t. a. w., 25 by 9, 6 t. a. w., 30 by 9, 7 t. a. w., thence to Chicago, 46.05 m.; c. p. 6 out, 7 in, Detroit and Dearborn, 10.19 m., 6 out, 13 in, thence to Jackson, 65.39 m.; 13 out, 19 in, thence to Barnes, 16.89 m., 19 t. a. w., thence to Marshall, 21.27 m., 31 out, 19 in, thence to Battle Creek, 13.11 m., 31 out, 26 in, thence to Galesburg, 14.03 m., 31 out, 19 in, thence to Kalamazoo, 33.81 m., 24 out, 31 in, thence to Niles, 17.39 m., 6 out, 19 in, thence to New Buffalo, 26.79 m., 18 out, 25 in, thence to Chicago, 56.5 m.; r. p. o. pay, \$38,384.55 per an., \$135 per m. for 284.33 m.	57.18	530.10	150,723.33
137007	Kalamazoo, South Haven.	do.	39.85	871	27.20	apt. 11 by 9, 12 t. a. w., Kalamazoo and South Haven, 39.46 m.	12.00	79.52	3,168.87
137008	Jackson, Niles.	do.	104.98	1,765	28.73	apt. 25 by 8, 6 t. a. w., 16 by 9, 6 t. a. w., Jackson and Three Rivers, 70.35 m.; 25 by 8, 6 t. a. w., thence to Niles, 33.93 m.; c. p. 0 t. a. w., Jackson and Three Rivers, 70.35 m.; 6 out, 12 in, thence to Niles, 34.63 m.	12.98	117.14	12,297.35

137009	{ Jackson, Lansing... Lansing, Saginaw... }	do	{ 38.47 63.07 }	8,162	28.15	{ apt. 19 by 9, 12 t. a. w., Jackson and Saginaw, 101.54 m.; e. p. 6 t. a. w., Jackson and Saginaw, 101.54 m.; land grant, Lansing to Saginaw, 63.07 m.; route restated.	18.00	{ 144.50 115.60 }	12,849.80
137010	{ Jackson, Grand Rapids... Grand Rapids, Saginaw... }	do	{ 101.64 94.49 }	5,122	33.77	{ apt. 18 by 9, 6 t. a. w., 50 by 9, 6 t. a. w., Jackson and Grand Rapids, 94.49 m.; e. p. 13 out, 14 in, Jackson and Grand Rapids, 94.49 m.; e. p. 12 t. a. w., Slocum Junction (n. o.) and Grosse Ile, 2.80 m.	25.50	171.86	16,289.05
137011	{ Slocum Junction (n. o.), Grosse Ile, Niles, Mich., South Bend, Ind. }	do	2.80	56	24.50	e. p. 12 t. a. w., Niles and South Bend, 12.36 m.	12.00	42.75	119.70
137012	{ Detroit, Saginaw... Saginaw, Mackinaw... }	do	{ 106.40 106.64 (302.24) }	6,869	31.20	{ apt. 25 by 9, 13 t. a. w., 20 by 9, 6 out, 19 by 9, 6 in, Detroit and Saginaw, 106.40 m.; 25 by 9, 13 t. a. w., 20 by 9, 6 out, 19 by 9, 12 t. a. w., 16 by 9, 6 in, thence to West Bay City, 13.97 m.; 25 by 9, 13 t. a. w., 12 by 7, 6 out, thence to Grayling, 91.66 m.; 25 by 9, 13 t. a. w., thence to Mackinaw, 89.56 m.; e. p. 6 t. a. w., Detroit and Saginaw, 106.40 m.; 6 out, 6 in, thence to West Bay City, 13.97 m.; 6 out, 12 in, thence to Pinconning, 18.22 m.; 6 out, 6 in, thence to Mackinaw, 103.65 m.; land grant, Saginaw to Mackinaw, 195.84 m.; route restated.	20.21	{ 190.67 162.53 }	50,168.75
137014	{ Caro, Vassar... }	do	13.35	962	22.23	{ e. p. 13 t. a. w., Caro and Vassar, 13.35 m.; route restated... (e. p. o. authorized, 1 l. 45 ft., Plymouth Junction (n. o.) and Saginaw, 82.59 m.; f. p. o. run, 50 by 9, 6 t. a. w., Plymouth Junction (n. o.) and Saginaw, 82.59 m.; apt. 22 by 9, 6 out, 24 by 9, 6 in, Toledo and Plymouth, 52.80 m.; 22 by 9, 6 out, 7 in, 24 by 9, 6 in, thence to Saginaw, 82.59 m.; 22 by 9, 6 out, 24 by 9, 6 out, 12 in, thence to Manistee Junction, 120.76 m.; 24 by 9, 7 t. a. w., thence to Ludington, 16.44 m.; e. p. 6 t. a. w., Toledo and Plymouth, 52.80 m.; 7 t. a. w., thence to Saginaw, 82.59 m.; 6 t. a. w., thence to Manistee Junction, 6 out, 6 in, thence to Ludington, 17.03 m.; f. p. o. pay, \$2,477.70 per annum, \$80 per m. for 82.59 m.; land grant, Flint and Ludington, 171.08 m.	18.00	83.79	1,113.59
137015	{ Toledo, Ohio; Flint, Saginaw, Flint, Ludington... }	{ Pere Marquette R. R. Co. }	{ 102.10 171.08 (273.18) }	5,890	28.25	{ e. p. 6 t. a. w., Stanton and Stanton Junction (n. o.), 20.56 m.; route restated.	15.86	{ 174.42 139.53 }	41,679.07
137016	{ Stanton, Stanton Junction... }	do	20.56	118	13.51	{ apt. 20 by 9, 6 t. a. w., 25 by 9, 6 t. a. w., 28 by 9, 6 t. a. w., Detroit and Grand Ledge, 99.95 m.; 20 by 9, 12 t. a. w., thence to Howard City, 64.11 m.; 20 by 9, 6 t. a. w., thence to Big Rapids, 57 m.; e. p. 3 t. a. w., Detroit and Grand Ledge, 99.95 m.; 6 t. a. w., thence to Ionia, 26.13 m.; 12 out, 6 in, thence to Stanton Junction (n. o.), 4 m.; 6 out, 0 in, thence to Edmore, 56.79 m.; 6 t. a. w., thence to Big Rapids, 34.41 m., lap service, Delray and Redford Junction (n. o.), 8.48 m., over route 137102; route restated.	6.00	42.75	878.94
137017	{ Detroit, Delray... Delray Redford Junction (n. o.), Redford Junction (n. o.), Big Rapids... }	do	{ 4.60 8.48 208.20 (221.28) }	4,948	32.27	{ apt. 25 by 9, 6 t. a. w., 30 by 9, 13 t. a. w., Fort Wayne and Grand Rapids, 142.13 m.; 25 by 9, 6 t. a. w., 21 by 9, 6 out, 22 by 9, 7 out, 12 in, thence to Cadillac, 98.85 m.; 21 by 9, 6 out, 22 by 9, 7 out, 12 in, thence to Mackinaw, 128.06 m.; e. p. 6 t. a. w., Fort Wayne and Kalamazoo, 93.60 m.; 6 out, 12 in, thence to Grand Rapids, 48.53 m.; 6 t. a. w., thence to Cadillac, 97.85 m.; 0 out, 12 in, thence to Walloon, 20.96 m.; 0 out, 6 in, thence to Mackinaw, 107.35 m.; land grant, Michigan State line (n. o.) and Petoskey, 275.29 m.	17.08	{ 170.15 158.01 170.15 }	36,657.44
137018	{ Fort Wayne, Ind.; Michigan State Line (n. o.), Grand Rapids and Indiana Ewy. Co., Michigan State Line, (n. o.), Petoskey, Petoskey, Mackinaw... }	do	{ 54.52 278.28 36.48 (368.28) }	7,548	27.35	{ apt. 11 by 8, 6 t. a. w., Tecumseh and Allegan, 117.40 m.; e. p. 6 t. a. w., Tecumseh and Allegan, 118.61 m.; route restated.	20.50	{ 197.51 158.00 197.51 }	61,745.71
137019	{ Detroit, Toledo and Milwaukee R. R. Co. }	do	118.61	677	28.78		12.00	70.97	8,417.75

137031	Tower, Bay City.....	Detroit and Mackinac Rwy. Co.	176.96	2,110	24.28	apt. 18 by 9, Onaway and Alpena, 46.50 m.; 20 by 9, 7 t. a. w., 15 by 9, 6 t. a. w., thence to Bay City, 126 m.; c. p. 6 t. a. w., Tower and Onaway, 4.46 m.; 0 t. a. w., thence to Bay City, 172.50 m.; route restated, c. p. 18 out, 12 in, Stager (n. o.) and Crystal Falls, 9.56 m.....	10.98	129.11	22,847.30
137032	Stager (n. o.), Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.56	137	22.86		15.00	42.75	408.69
137033	Lenox, Jackson.....	Michigan Air Rwy. Co.	105.79	516	20.74	apt. 20 by 9, 6 t. a. w., Lenox and Pontiac, 35.10 m.; 20 by 9, 6 t. a. w., 18 by 9, 6 t. a. w., thence to Jackson, 70.50 m.....	9.99	64.12	6,783.25
137034	Walton, Traverse City	Grand Rapids and Indiana Rwy. Co.	26.31	1,100	26.69	c. p. 19 t. a. w., Walton and Traverse City, 26.31 m.....	19.00	89.78	2,362.11
137035	Toledo, Ohio; Detroit, Mich.	Michigan Central R. Co.	68.99	19,785	32.33	r. p. o. 1.1.60 ft., 1.50 ft., Toledo and Detroit, 58.99 m.; r. p. o. run 60 by 9, 14 t. a. w., Toledo and Detroit, 58.99 m.; c. p. 13 out, 14 in, Toledo and Silem Junction, 42.18 m.; 25 out, 26 in, thence to Detroit, 16.81 m.; r. p. o. pay \$5,306.10 per annum, \$80 per m., \$8.99 m., 16.81 m.; c. p. 12 out, 7 in, Kenos Junction (n. o.) and Crystal Falls, 7.04 m.....	30.90	328.32	19,367.69
137036	Kelso Junction (n. o.), Crystal Falls.	Chicago, Milwaukee, and St. Paul Rwy. Co.	7.04	205	17.62	c. p. 12 out, 7 in, Kenos Junction (n. o.) and Crystal Falls, 7.04 m.....	9.50	42.75	300.96
137037	St. Clair, Lenox.....	Michigan Central R. Co.	15.97	224	22.08	c. p. 12 t. a. w., St. Clair and Lenox, 15.97 m.....	12.00	44.46	710.02
137038	Houghton, Mass.....	Copper Range R. R. Co.	42.07	293	24.76	c. p. 19 out, 13 in, Houghton and Painesdale Junction (n. o.), 32.34 m.; 6 t. a. w., thence to Mass., 2.84 m.	8.42	48.74	2,050.49
137039	Port Huron, Mich.; Chicago, Ill.	Grand Trunk Western Rwy. Co.	335.67	20,721	30.87	r. p. o. auth., 2.1.40 ft., Port Huron and Chicago, 333.08 m.; r. p. o. run 39 by 9, 7 out, 14 in, 55 by 9, 7 out, Port Huron and Chicago, 333.08 m.; apt. 55 by 9, 6 out, 56 by 9, 6 in, 19 by 9, 6 t. a. w., Port Huron and Battle Creek, 160.46 m.; 56 by 9, 6 out, 56 by 9, 6 in, thence to Chicago, 173.11 m.; c. p. 7 out, 6 in, Port Huron and Durand, 83.02 m.; 7 t. a. w., thence to Evergreen Park, 238.40 m.; 13 t. a. w., thence to Chicago Lawn, 4.15 m.; 26 t. a. w., thence to Chicago, 10 m.; r. p. o. pay \$16,654 per annum, \$50 per m. for 333.08 m.	29.64	388.58	113,617.29
137040	Painesdale, Beacon Hill.	Copper Range R. R. Co.	14.99	112	14.16	c. p. 6 t. a. w., Painesdale and Beacon Hill, 14.99 m. Route restated.....	6.00	42.75	640.82
137041	Saginaw, Greenville; Greenville, Belding; Belding, Elmdale.	Pere Marquette R. R. Co.	76.66 6.88 22.98	2,424	28.88	apt. 25 by 9, 12 t. a. w., Saginaw and Elmdale, 106.42 m.; c. p. 0 t. a. w., Saginaw and Edmore, 50.39 m.; 6 out, 0 in, thence to Stanton, 8.37 m.; 0 t. a. w., thence to Lowell, 31.76 m.; 5 t. a. w., thence to Elmdale, 7.10 m.; lap service, Greenville to Belding, 6.88 m., over route 137017. Route restated	12.63 134.24 134.24	25.65 13,552.13 134.24	
137042	Port Huron, Grindstone City.	.....do.....	93.39	1,435	28.15	apt. 22 by 9, 6 out, 39 by 7, 6 t. a. w., Port Huron and Austin, 86.84 m.; 22 by 9, 6 t. a. w., 39 by 7, 6 in, thence to Grindstone City, 3.31 m.....	9.00	103.46	9,662.12
137043	Beaverton, Mount Pleasant.	.....do.....	25.74	296	22.47	c. p. 12 t. a. w., Beaverton and Mount Pleasant, 25.74 m.....	12.00	49.59	1,276.44
137044	Clare, Harrison.....	.....do.....	17.34	68	28.83	c. p. 6 t. a. w., Clare and Harrison, 17.34 m.....	6.00	42.75	741.28
137045	Manistee Junction.....	.....do.....	27.15	1,789	26.61	apt. 24 by 9, 6 out, 22 by 9, 6 in, Manistee Junction and Manistee, 26.39 m.; c. p. 6 t. a. w., Manistee Junction and Manistee, 27.15 m.	12.00	118.85	3,226.77
137046	Mears, Hart.....	.....do.....	3.60	418	15.67	c. p. 24 t. a. w., Mears and Hart, 3.60 m.....	24.00	58.14	200.30
137047	Flint River Junction (n. o.), Fostoria	.....do.....	19.83	169	10.72	c. p. 6 t. a. w., Flint River Junction (n. o.) and Fostoria, 19.83 m.....	6.00	42.75	847.73
137048	Saginaw, Bay City...	.....do.....	12.41	5,439	26.96	apt. 25 by 9, 6 t. a. w., Saginaw and Bay City, 12.41 m.; c. p. 38 out, 34 in, Saginaw and Bay City, 12.41 m.	42.00	176.28	2,175.22
137049	Saginaw, West Side.	.....do.....	3.18	132	19.06	c. p. 18 out, 25 in, Saginaw and Saginaw West Side, 3.18 m.....	21.50	42.75	135.94
137050	Missaukee Junction (n. o.), Lake City.	Grand Rapids and Indiana Rwy. Co.	11.91	276	15.44	c. p. 12 t. a. w., Missaukee Junction (n. o.) and Lake City, 11.91 m. Route restated.	12.00	47.88	570.25

137065	Copemish, Arcadia...	Arcadia and Betsey River Rwy. Co.	21.17	118	10.86	c. p. 6 t. a. w., Copemish and Arcadia, 21.17 m.	6.00	42.75	906.01
137066	Williamsburg, Elk Rapids.	Pere Marquette R. R. Co.	9.26	310	17.19	c. p. 24 out, 18 in, Williamsburg and Elk Rapids, 9.26 m.	21.00	50.45	467.16
137067	Houghton, Calumet...	Mineral Range R. R. Co.	14.22	3,327	18.66	apt. 25 by 9, 13 t. a. w., Houghton and Calumet, 13.70 m.; c. p. 20 t. a. w., Houghton and Calumet, 14.22 m.	33.00	147.06	2,091.19
137068	Hancock, Lake Linden.	do	11.34	661	20.40	c. p. 20 out, 26 in, Hancock and Lake Linden, 11.34 m.	23.00	70.97	804.79
137069	Remus, Weldman...	Pere Marquette R. R. Co.	13.48	94	15.94	c. p. 6 t. a. w., Remus and Weldman, 13.48 m.	6.00	42.75	576.27
137070	Bessemer, Mich., Mellen, Wis.	Wisconsin Central Rwy. Co.	33.53	354	24.96	c. p. 20 t. a. w., Bessemer and Mellen, 33.53 m.	20.00	53.01	1,777.42
137072	Sault Ste. Marie, Soo Junction.	Duluth, South Shore and Atlantic Rwy. Co.	47.15	601	22.32	c. p. 20 out, 19 in, Sault Ste. Marie and Soo Junction, 47.15 m.	19.50	64.40	3,225.06
137073	Pinconning, Gladwin.	Michigan Central R. R. Co.	28.02	322	14.31	c. p. 12 t. a. w., Pinconning and Gladwin, 28.02 m.	14.31	51.30	1,437.42
137074	Rodney, Chippewa Lake.	Pere Marquette R. R. Co.	5.80	48	13.49	c. p. 6 t. a. w., Rodney and Chippewa Lake, 5.80 m.	6.00	42.75	247.95
137075	Grosvenor Junction (n. o.), Mich., and Fayette, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	25.24	474	16.65	apt. 12 by 7, 12 t. a. w., Grosvenor Junction (n. o.) and Fayette, 24.70 m.	12.00	61.56	1,553.77
137076	Owasco, Ashley...	{ Toledo, Saginaw and Muskegon Rwy. Co. }	{ 21.50 96.40 }	721	28.50	{ apt. 23 by 9, 6 t. a. w., Owasco and Muskegon, 116.41 m.; lap service Owasco to Ashley, 21.50 m.; over route 137020. }	{ 6.00 73.53 }	{ 10.26 73.53 }	{ 7,308.88 }
137077	Kalamazoo, Woodbury.	Chicago, Kalamazoo and Saginaw Rwy. Co.	44.41	812	25.10	apt. 7 by 9, 12 t. a. w., Kalamazoo and Woodbury, 44.14 m.	12.00	76.95	3,417.34
137078	Ludington, Walkerville.	Mason and Oceana R. Co.	29.15	72	11.29	c. p. 6 t. a. w., Ludington and Walkerville, 29.15 m.	6.00	42.75	1,246.16
137079	Grand Lodge, Grand Rapids.	Pere Marquette R. R. Co.	53.87	8,438	31.82	apt. 25 by 9, 12 t. a. w., Grand Lodge and Elendale, 30.97 m.; 24 t. a. w., thence to Grand Rapids, 22.40 m.; c. p. 9 out, 7 in, Grand Lodge and Grand Rapids, 33.87 m.	24.98	206.91	11,146.24
137080	Mecosta, Barryton...	do	11.88	62	11.73	c. p. 6 t. a. w., Mecosta and Barryton, 11.88 m.	6.00	42.75	507.87
137081	Vacant.	Michigan Central R. Co.	35.13	307	19.05	apt. 15 by 7, 6 t. a. w., Battle Creek and Findley, 35.08 m.; c. p. 6 t. a. w., Battle Creek and Findley, 35.13 m.	12.00	49.59	1,742.09
137082	Findley, Battle Creek.	Cincinnati, Saginaw and Mackinaw R. Co.	53.21	1,868	26.21	apt. 19 by 9, 12 t. a. w., Durand and West Bay City, 52.97 m.	12.00	100.89	5,368.35
137083	Durand, West Bay City.	Manistee and North-eastern R. R. Co.	71.00	584	27.90	apt. 18 by 9, 6 t. a. w., Manistee and Traverse City, 69.76 m.; c. p. 6 t. a. w., Manistee and Traverse City, 71 m.	12.00	67.55	4,796.05
137084	Manistee, Traverse City.	Pere Marquette R. R. Co.	6.08			Not weighed. Summer route.		42.75	257.78
137085	Mecatawa Junction (n. o.), Ottawa Beach.								
137086	Munising, Forsyth...	Munising Rwy. Co.	38.12	205	18.63	c. p. 18 t. a. w., Munising and Munising Junction, 6.18 m.; 6 t. a. w., thence to Forsyth, 31.94 m.	38.12	42.75	1,629.63
137087	Wells, Channing...	Escanaba and Lake Superior R. R. Co.	63.50	46	15.42	c. p. 6 t. a. w., Wells and Channing, 63.50 m.	6.00	42.75	2,714.62

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No of routes.	State and terminl.	Corporate title of com- pany.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for trans- portation.	Dollars.	Annual rate of pay for transportation.
MICHIGAN—continued.										
137088	Mount Forest, Bentley	Michigan Central Rwy. Co.	Miles. 4.29	59	20.59	c. p. 6 t. a. w., Mount Forest and Bentley, 4.29 m.	6.00	42.75	Dollars. 183.39	
137089	Ausable, Comins	Ausable and North- western R. R. Co.	50.00	100	19.41	c. p. 6 t. a. w., Ausable and Comins, 50 m. Route restated.	6.00	42.75		2,137.50
137090	Vacant.	Chicago and North- western Rwy. Co.	64.36	177	17.38	c. p. 6 t. a. w., Barclay and Eagle River, 38.62 m.; 12 t. a. w.; thence to Monica, 25.74 m.	8.39	42.75	2,751.89	
137091	Barclay, Mich., Mon- nica, Wis.	East Jordan and Southern R. R. Co.	18.83	308	15.94	c. p. 12 t. a. w., East Jordan and Bellaire, 18.83 m.	12.00	50.45	948.97	
137092	East Jordan, Bellaire.	Pere Marquette R. R. Co.	27.79	459	25.92	apt. 9 by 7, 12 t. a. w., Benton Harbor and Buchanan, 27.79 m.	12.00	60.71	1,687.13	
137093	Benton Harbor, Bu- chanan.	Mackinac Transpor- tation Co.	8.62	4,419	8.23	apt. 25 by 9, 6 t. a. w., St. Ignace and Mackinaw City, 7.56 m.; c. p. 14 out, 20 in, St. Ignace and Mackinaw City, 8.92 m.	23.00	162.45	1,400.31	
137094	St. Ignace, Mackinaw City.	Detroit and Mackinac Rwy. Co.	14.50	86	14.52	c. p. 6 t. a. w., Lincoln Junction (n. o.) and Lincoln, 14.50 m.	6.00	42.75	619.87	
137095	Lincoln Junction (n. o.), Lincoln.	Indiana, Illinois and Iowa R. R. Co.	1.87	299	27.30	apt. 11 by 7, 6 t. a. w., St. Joseph Junction (n. o.) and Benton Harbor, 1.87 m.	6.00	49.59	92.73	
137096	St. Joseph Junction (n. o.), Benton Har- bor.	Michigan Central R. R. Co.	20.14	121	18.54	c. p. 12 out, 6 in, Bay City and Auburn, 11 m.; 6 t. a. w., thence to Midland, 9.14 m.	7.83	42.75	865.98	
137097	Bay City, Midland ...									
137098	Vacant.	Manistee and Grand Rapids R. R. Co.	19.21	92	19.12	c. p. 12 t. a. w., Dighton and Luther, 19.21 m.	12.00	42.75	821.22	
137099	Vacant.	Chicago, Milwaukee and St. Paul Rwy. Co.	92.76	502	16.76	c. p. 19 out, 13 in, Channing and Kelso Junction, 8.05 m.; 6 t. a. w., thence to Ontonagon, 84.71 m.	6.86	64.12	5,947.77	
137100	Dighton, Luther									
137101	Channing, Ontona- gon.									
137102	Plymouth Junction (n. o.), Redford	Pere Marquette R. R. Co.	11.91	10,404	32.53	r. p. o. authorized, 1 l. 45 ft., Plymouth Junction (n. o.) to Detroit, 25.02 m.				
	Bedford Junction (n. o.), Detroit.		13.11			r. p. o. run, 50 by 9, 6 t. a. w., Plymouth Junction (n. o.) and Detroit, 25.02 m.	19.00	111.14		4,316.42
			25.02			apt. 25 by 9, 6 t. a. w., Plymouth Junction (n. o.) and Detroit, 25.02 m.; c. p. 7 t. a. w., Plymouth Junction (n. o.) and Detroit, 25.02 m. lap service Plymouth Junction (n. o.) to Redford Junction (n. o.), 11.91 m., over route 187017; r. p. o. pay \$750.50 per annum, \$80 per m. for 25.02 m.		228.28		

137108	Emory Junction (n. o.), Rose City, Frederic, Southern	Detroit and Mackinac Rwy. Co.	82.86	184	11.56	c. p. 6 t. w., a. Emory Junction (n. o.) and Rose City, 82.86 m.	6.00	42.76	1,404.76
137104	Vacant	Detroit and Charlevoix R. Co.	43.70	42	17.40	c. p. 6 t. a. w., Frederic and Southern	6.00	42.75	1,868.17
137105	Empire, Stormer	Empire and Southern R. Co.	11.00	101	15.82	c. p., 12 out, 6 in, Empire and Stormer, 11 m.	9.00	42.75	470.25
137106	Greenland Junction (n. o.), Greenland	Copper Range R. Co.	2.74	162	13.20	c. p. 7 t. a. w., Greenland Junction (n. o.) and Greenland, 2.74 m.	7.00	42.75	117.13
137108	Grand Marais, Germantown	Manistique Rwy. Co.	89.53	154	13.84	c. p. 6 t. a. w., Grand Marais and Germantown, 89.53 m.	6.00	42.75	1,689.90
137109	Grayling, Lewiston	Michigan Central R. Co.	28.06	195	19.57	c. p. 6 t. a. w., Grayling and Lewiston, 28.06 m.	6.00	42.75	1,199.13
137110	Peshigo, Wis., Pembina, Mich.	Wisconsin and Michigan Rwy. Co.	47.53	309	11.82	c. p. 7 t. a. w., Peshigo and Pembina, 47.53 m.	7.00	50.45	2,397.88
137111	Carsonville, Sanilac Center	Pere Marquette R. Co.	9.47	254	22.72	c. p. 12 t. a. w., Carsonville and Sanilac Center, 9.47 m.	12.00	46.17	437.22
137112	Coloma, Pawa Lake	do	3.33			Not weighed. Summer route		42.75	142.35
137113	Boyerne, Boyne Falls	Boyerne City and Southern R. Co.	7.61	294	21.93	c. p. 18 t. a. w., Boyne and Boyne Falls, 7.61 m.	15.00	48.74	370.91
137114	Buffalo, N. Y., Detroit, Mich.	Canada Southern Rwy. Co.	243.52	17,563	36.30	r. p. a. authorized, 1.160 ft., Buffalo and Detroit, 243.52 m.; r. p. o. from, 60 by 6, 7 t. a. w., Buffalo and Detroit, 243.52 m.; r. p. o. pay, \$12.176 per annum, \$84 per m. for 243.52 m.	7.00	805.24	74,332.04
137115	Bayport Junction (n. o.), Bayport	Pere Marquette R. Co.	1.63	53		c. p. 6 t. a. w., Bayport Junction (n. o.) and Bayport, 1.63 m.	6.00	42.75	69.68
137116	Bay Mills, Bay Mills Junction (n. o.)	Duluth, South Shore and Atlantic Rwy. Co.	2.87	131	15.84	c. p. 12 t. a. w., Bay Mills and Bay Mills Junction (n. o.), 2.87 m.	12.00	42.75	101.31
137117	Menominee, Mich., Bagley Junction (n. o.), Wis.	Wisconsin and Michigan Rwy. Co.	8.90	392	25.20	c. p. 14 t. a. w., Menominee and Bagley Junction (n. o.), 8.90 m. Lap service over route 138067.	14.00	21.38	190.28
137118	Melva, Stormer	Manistee and Northern R. Co.	16.84	164	16.46	c. p. 15 out, 12 in, Melva and Honor, 16.84 m.; 12 t. a. w., thence to Stormer, 6 m.	13.83	42.75	719.91
137119	Rapid City, Stratford	Pere Marquette R. Co.	32.91	55	12.36	c. p. 18 out, 12 in, Rapid City and Kalkaska, 11.20 m.; 6 t. a. w., thence to Stratford, 21.71 m.	9.06	42.75	1,406.90
137120	Jennings Junction (n. o.), Jennings	Grand Rapids and Indiana Rwy. Co.	3.48	72		c. p. 12 t. a. w., Jennings Junction (n. o.) and Jennings, 3.48 m.	12.00	42.75	143.77
137121	Vassar Junction (n. o.), West Bay City	Michigan Central R. Co.	13.61	857	19.39	map, paid for, 20 t. a. w., 19 by 9, 12 t. a. w., 12 by 7, 6 out, 15 by 9, 6 out, 12 in, West Bay City and West Bay City, 13.61 m.; 6 t. a. w., thence to Vassar Junction (n. o.) and Bay City, 25.26 m.	10.53	78.66	1,463.86
137122	Jackson, Jonesville Junction (n. o.)	Lake Shore and Michigan Southern Rwy. Co.	25.20	2,262	25.89	map, paid for, 20 t. a. w., 17 by 6 t. a. w., Jackson and Jonesville Junction (n. o.), 25.89 m.; 6 t. a. w., Jackson and Jonesville Junction (n. o.), 25.89 m.; 6 t. a. w., Keeweenaw Bay and Alston, 15.96 m.	18.00	131.67	3,313.08
137123	Keeweenaw Bay, Alston	Mineral Range R. Co.	15.96	45	25.08	c. p. 6 t. a. w., Keeweenaw Bay and Alston, 15.96 m.	6.00	42.75	682.29
137124	Dundee, Tecumseh	Detroit, Toledo and Milwaukee R. Co.	16.60	44	18.60	c. p. 6 t. a. w., Dundee and Tecumseh, 16.60 m. Formerly part of route 137019.	6.00	42.75	709.65
137125	Owendale, Caro	Michigan Central R. Co.	21.48	14	27.76	c. p. 6 t. a. w., Owendale and Caro, 21.48 m.	6.00	42.75	918.27
137126	Vacant								

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Dollars.	Annual rate of pay for transportation.
			Miles.	Pounds.					Dollars.	
139012	WISCONSIN—continued. Milwaukee, Wis. Fond du Lac, Fond du Lac, Ishpeming, Mich.—Continued.	Chicago and North- western Rwy. Co.— Continued.				18.50 m.; 8 out, 13 in, thence to Appleton Junction, 17.90 m.; 7 out, 6 in, thence to Appleton, 1.40 m.; 7 out, 0 in, thence to Green Bay, 28.70 m.; 14 out, 12 in, thence to De Pere, 38.90 m.; 14 out, 18 in, thence to Peshtigo, 13.50 m.; 11 out, 6 in, thence to Menomonie, 8.30 m.; 7 out, 0 in, thence to Powers, 41.40 m.; 14 out, 0 in, thence to Bark River, 11.10 m.; 7 out, 0 in, thence to Escanaba, 11.70 m.; 12 t. a. w., thence to Larch Junction, 3.30 m.; 6 t. a. w., thence to Ishpeming, 61.69 m.; land grant, Fond du Lac, Wis., to Ishpeming, Mich., 246.39 m.; r. p. o. pay, \$29.771 per annum, \$130 per m. for 128.90 m., \$20 per m. for 115.50 m., \$40 per m. for 64.80 m. c. p. 6 t. a. w., Cameron and Birchwood, 23.20 m.; route restated.....	6.00	42.75	991.80	
139013	Cameron, Birchwood.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	23.20	40	19.60					
139014	Winona Junction (n. o.), La Crosse.	Chicago and North- western Rwy. Co.	4.00	1,157	24.75	apt. 50 by 9, 14 t. a. w., 49 by 9, 12 t. a. w., Winona Junction (n. o.) and La Crosse, 4 m.; c. p. 6 out, 0 in, Winona Junction (n. o.) and La Crosse, 4 m.	29.00	91.49	365.96	
139015	Stevens Point, Portage.	Wisconsin Central Rwy. Co.	72.19	663	22.62	apt. 18 by 8, 6 t. a. w., Stevens Point and Portage, 71.10 m.; land grant.	6.00	56.77	4,098.22	
139016	Milwaukee, Wis., Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.66	4,695	25.16	r. p. o. authorized 11.40 ft., Milwaukee and Champion, 262.50 m.; r. p. o. run, 40 by 9, 7 t. a. w., Milwaukee and Champion, 262.50 m.; apt. 25 by 9, 6 out, 26 by 9, 6 in, Milwaukee and Iron Mountain, 207.40 m.; c. p. 6 t. a. w., Milwaukee and Green Bay, 112.10 m.; 0 t. a. w., thence to Iron Mountain, 95.39 m.; 6 t. a. w., thence to Republic, 45.90 m.; 0 t. a. w., thence to Champion, 9.36 m.; r. p. o. pay, 40,322.50 per annum, \$25 per m. for 262.50 m.	15.84	165.87	43,567.41	
139017	Milwaukee, Rugby Junction (n. o.), Rugby Junction (n. o.), Stevens Point, Stevens Point, Ash- land.	Wisconsin Central Rwy. Co.	27.00 132.10 186.59 345.69	6,504	80.10	r. p. o. authorized 11.50 ft., Rugby Junction (n. o.) and Stevens Point, 132.10 m.; 11.40 ft., Stevens Point and Abbottsford, 30.90 m.; r. p. o. run, 50 by 9, 7 t. a. w., Rugby Junction (n. o.) and Abbottsford, 186 m.; apt. 30 by 9, 6 t. a. w., Rugby Junction (n. o.) and Fond du Lac, 39 m.; 13 t. a. w., thence to Abbottsford, 117 m.; 25 by 9, 14 t. a. w., thence to Ashland, 132.90 m.; c. p. 20 t. a. w., Milwaukee and Rugby Junction (n. o.), 27 m.; 7 t. a. w., thence to Fond du Lac, 39 m.; 0 t. a. w., thence to Ashland, 279.69 m.; lap service, Milwaukee to Rugby Junction (n. o.), 27 m. over route 139008; land grant, Stevens Point to Ashland, 186.59 m.	17.68 (77.80) 186.89 (149.11)	54,545.14		

139018	Milwaukee, Ashland.	Chicago and North-western Rwy. Co.	388.56	3,286	24.20	8,286	24.20	146.21	53,887.15
139019	Sheboygan, Marshfield.	do	166.57	645	17.23	645	17.23	70.11	11,678.22
139020	Warren, Ill., Shullsburg, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	19.24	139	16.80	139	16.80	42.75	822.51
139021	Cadotte, Plattville.	do	17.63	200	27.00	200	27.00	42.75	753.68
139022	Laona, Northern Junction (n. o.).	Chicago and Northwestern Rwy. Co.	56.60	190	12.84	190	12.84	42.75	2,376.90
139023	Madison, Portage.	Chicago, Milwaukee and St. Paul Rwy. Co.	7.43	1,191	28.50	1,191	28.50	93.20	3,488.47
139024	Racine, Kittridge (n. o.).	do	119.60	1,867	24.15	1,867	24.15	100.89	12,066.44
139025	Galena, Ill., Montfort, Wis.	Chicago and Northwestern Rwy. Co.	48.18	982	21.18	982	21.18	9.96	4,078.43
139026	Eau Claire, Chippewa Falls.	Wisconsin Central Rwy. Co.	11.33	494	22.80	494	22.80	23.50	716.84
139027	Green Bay, Wis., Winona, Minn.	Green Bay and Western R. R. Co.	213.90	939	23.10	939	23.10	8.67	17,556.91
139028	Hudson, Ashland Junction (n. o.). Ashland Junction (n. o.), Ashland.	Chicago St. Paul, Minneapolis and Omaha Rwy. Co.	159.30 4.65 163.95	2,568	29.50	2,568	29.50	14.06	17,967.63
139029	Lonerock, Richland Center.	Chicago, Milwaukee and St. Paul Rwy. Co.	15.97	745	22.25	745	22.25	74.39	1,168.00

apt. 35 by 9, 19 out, 13 in, 37 by 9, 6 in, Milwaukee and Antigo, 398.39 m.; 37 by 9, 19 t. a. w., thence to Ashland, 158.40 m.; c. p. 12 out, 13 in, Milwaukee and Sheboygan, 38.10 m.; 17 out, 13 in, thence to Manitowish, 25.20 m.; 0 out, 6 in, thence to Conitine Locks, 36.89 m.; 6 t. a. w., thence to Appleton, 6.30 m.; 1 out, 7 in, thence to Appleton Junction, 1.40 m.; 1 t. a. w., thence to Rhinelander, 132.60 m.; c. p. 6 out, 6 in, thence to Ironwood, 73.40 m.; 2 out, 6 in, thence to Saxton, 13.30 m.; 0 t. a. w., thence to Ashland, 38.86 m.; c. p. 6 out, 6 in, thence to Sheboygan and Marshfield, 165.63 m.; c. p. 6 out, 6 in, thence to Fond du Lac, 41.17 m.; 12 out, 6 in, thence to Princeton, 12.84 m.; 6 t. a. w., thence to Red Granite Junction, 12.24 m.; 12 out, 6 in, thence to Watrous, 6.40 m.; 0 t. a. w., thence to Marshfield, 67 in. Route restated.

apt. 24 by 9, 6 t. a. w., Warren and Gratiot, 7.14 m.; 12 t. a. w., thence to Kittridge, 12.10 m.; c. p. 12 out, 13 in, Calumet and Plattville, 17.63 m.; c. p. 6 t. a. w., Laona and Northern Junction (n. o.), 55.60 m. Route restated.

apt. 13 by 8, 12 t. a. w., Madison and Portage, 38.80 m.; apt. 41 by 9, 6 out, 21 by 9, 6 t. a. w., 44 by 9, 6 in, Corlies and Beloit, 61.40 m.; 41 by 9, 6 out, 20 by 9, 6 t. a. w., 44 by 9, 6 in, Beloit and Rockton, 3 m.; 41 by 9, 6 out, 44 by 9, 6 in, thence to Kittridge (n. o.), 47.80 m.; c. p. 24 out, 18 in, Racine and Corlies, 7.40 m.; 0 out, 1 in, thence to Elkhorn, 33.30 m.; 1 t. a. w., thence to Clinton, 18.10 m.; 0 t. a. w., thence to Beloit, 10 m.; 12 t. a. w., thence to Rockton, 3 m.; 0 t. a. w., thence to Shirland, 6.70 m.; 6 t. a. w., thence to Freeport, 25.30 m.; 6 t. a. w., thence to Kittridge (n. o.), 15.80 m. Route restated.

apt. 24 by 9, 6 t. a. w., Galena and Montfort Junction, 46.30 m.; c. p. 0 t. a. w., Galena and Benton, 15.20 m.; 6 t. a. w., thence to Montfort, 32.98 m.

c. p. 27 out, 20 in, Eau Claire and Chippewa Falls, 11.33 m.

apt. 33 by 9, 6 t. a. w., Green Bay and Winona, 213.90 m.; c. p. 6 t. a. w., Green Bay and Centralia, 95.50 m.; 0 t. a. w., thence to Winona, 118.40 m.

(r. p. o. authorized, 1.140 ft., Spooner and Mills, 6.40 m.; r. p. o. run, 60 by 9, 7 t. a. w., Spooner and Mills, 6.40 m.; apt. 30 by 9, 7 out, 20 by 9, 6 out, 22 by 9, 6 in, 21 by 9, 7 in, Hudson and Spooner, 80 m.; 30 by 9, 7 out, 20 by 9, 12 out, 22 by 9, 6 in, 30 by 9, 6 in, 21 by 9, 7 in, Spooner and Mills, 6.40 m.; 30 by 9, 7 out, 20 by 9, 6 t. a. w., 21 by 9, 7 in, thence to Ashland, 77.30 m.; c. p. 0 t. a. w., Hudson and Ashland Junction (n. o.), 159.30 m.; 21 out, 20 in, thence to Ashland, 4.65 m.; land grant, Hudson to Ashland Junction (n. o.), 159.30 m.; r. p. o. pay, \$160 per annum, \$25 per m. for 6.40 m.)

c. p. 12 t. a. w., Lonerock and Richland Center, 15.97 m.

189038	Milwaukee, Woodman.	Chicago and Northwestern Rwy. Co.	174.28	2,768	25.14	apt. 24 by 9, 12 t. a. w., Milwaukee and Montfort Junction, 144.25 m., 6 t. a. w., thence to Fenimore 13.50 m.; c. p. 13 out, 14 in, Milwaukee and Madison, 82 m.; 0 t. a. w.; thence to Fenimore, 75.75 m., 6 t. a. w.; thence to Woodman, 16.48 m. c. p. 18 t. a. w., Mazomanie and Prairie du Sac, 10.38 m.....	17.32	188.51	24, 132.99
189039	Mazomanie, Prairie du Sac.	Chicago, Milwaukee and St. Paul Rwy. Co.	10.33	865	18.06	apt. 18 by 9, 6 t. a. w., Chippewa Falls and Wabasha, 62.80 m. Route related.	18.00	53.87	556.47
189040	Chippewa Falls, Wis., Wabasha, Minn.	do	62.56	422	23.17	c. p. 12 t. a. w., Elkhorn and Eagle, 17.51 m.....	6.00	58.14	3, 537.23
189041	Elkhorn, Eagle.	do	17.51	167	17.50	apt. 24 by 9, 6 t. a. w., Lancaster Junction (n. o.) and Lancaster, 12 m.; c. p. 6 t. a. w., Lancaster Junction (n. o.) and Lancaster, 12.82 m.....	12.00	42.75	748.55
189042	Lancaster Junction (n. o.), Lancaster.	Chicago and Northwestern Rwy. Co.	12.82	709	24.12	apt. 24 by 9, 12 t. a. w., Ipewich and Platteville, 4.42 m. Ipewich and Platteville, 4.42 m.	12.00	72.68	895.41
189043	Ipewich, Platteville.	do	4.42	457	24.12	c. p. 12 t. a. w., Brodhead and New Glarus, 22.79 m.....	24.00	60.71	268.33
189044	Brodhead, New Glarus.	Chicago, Milwaukee and St. Paul Rwy. Co.	22.79	245	12.40	apt. 15 by 8, 6 t. a. w., Manitowoc and Neenah, 44.20 m.; c. p. 0 out 6 in, Manitowoc and Valder, 11.89 m.; 0 t. a. w., thence to Neenah, 33.60 m. c. p. 12 t. a. w., Oshkosh and Medina, 20.40 m.; 6 t. a. w., thence to Hortonville, 4.66 m.	12.00	45.82	1, 032.64
189045	Manitowoc, Neenah.	Wisconsin Central Rwy. Co.	44.39	249	22.40	r. p. o. authorized, 1 1/40 ft., Eau Claire and Spooner, 80.93 m.; t. p. o. run, 60 by 9, 7 t. a. w., Eau Claire and Spooner, 80.90 m.; apt. 20 by 9, 6 t. a. w., Eau Claire and Spooner, 80.90 m.; c. p. 12 out, 0 in, Eau Claire and Chippewa Falls, 16.63 m.; 0 t. a. w., thence to Rice Lake, 46.50 m.; 6 t. a. w., thence to Radisson Junction, 4.60 m.; 6 out, 0 in, thence to Spooner, 19.88 m.; t. p. o. pay, \$2,022.50 per annum, \$25 per m. for 80.90 m.	6.90	46.17	2, 049.48
189046	Oshkosh, Hortonville.	Chicago and Northwestern Rwy. Co.	25.06	120	17.28	apt. 24 by 9, 6 t. a. w., Eland and Marshfield, 63.60 m.; c. p. 12 t. a. w., Eland and Waupun, 22.96 m.; 0 t. a. w., thence to Marshfield, 41.13 m. c. p. 12 t. a. w., Scandinavia and Iola, 5.27 m.....	10.88	42.75	1, 070.88
189047	Vacant.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	81.61	4,794	25.72	r. p. o. authorized, 1 1/40 ft., Mills and Duluth, 70.39 m.; r. p. o. run, 60 by 9, 7 t. a. w., Mills and Duluth, 70.39 m.; apt. 20 by 9, 6 out, 22 by 9, 6 in, Mills and Duluth, 70.39 m.; c. p. 7 t. a. w., Mills and Duluth, 70.39 m.; land grant, Mills to Superior, 63.09 m.	14.55	167.68	13, 676.20
189048	Eau Claire, Spooner.	do	63.09	568	25.40	apt. 49 by 9, 7 out, 89 by 9, 6 out, 60 by 9, 1 out, 60 by 9, 6 in, Afton and Janesville, 6.10 m.; c. p. 12 t. a. w., Afton and Janesville, 6.33 m. (r. p. o. formerly authorized and run over parts of 139009 and 139010); t. p. o. pay, \$566 per annum; \$60 per m. for 6.10 m. for 11 1/50 ft.	10.29	66.69	4, 274.16
189049	Eland, Marshfield.	Chicago and Northwestern Rwy. Co.	64.09	170	20.00	c. p. 6 t. a. w., Red Cedar Junction (n. o.) and Menominee, 16.54 m.....	12.00	42.75	225.29
189050	Scandinavia, Iola.	Iola and Northern R. R. Co.	5.27	4,474	26.40	c. p. 19 out, 18 in, Trempealeau and Galesville, 7.41 m.....	20.00	130.64	9, 434.24
189051	Mills, Superior.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	70.39	12,049	27.60	c. p. 12 t. a. w., Brandon and Markesan, 11.97 m.....	22.00	246.24	1, 558.99
189052	Superior, Duluth.	do	6.33	120	18.10	c. p. 6 t. a. w., Tomah and Arpin, 53.71 m.....	6.00	42.75	707.08
189053	Afton, Janesville.	Chicago and Northwestern Rwy. Co.	6.33	120	18.10	c. p. 13 t. a. w., Menominee and Chivitz, 22.38 m.....	18.50	53.01	392.80
189054	Red Cedar Junction (n. o.), Menominee.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.54	851	19.80	c. p. 12 t. a. w., Tomah and Arpin, 53.71 m.....	12.00	53.87	644.82
189055	Trempealeau, Galesville.	Chicago and Northwestern Rwy. Co.	7.41	861	20.60	c. p. 6 t. a. w., Tomah and Arpin, 53.71 m.....	6.00	42.75	2, 293.10
189056	Brandon, Markesan.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.97	112	21.60	c. p. 13 t. a. w., Menominee and Chivitz, 22.38 m.....	13.00	53.01	1, 196.96
189057	Tomah, Arpin.	do	53.71	335	24.10				
189058	Menominee, Chivitz, Wis.	do	22.38						

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
139068	WISCONSIN—continued. Clintonville, Oconto.	Chicago and Northwestern Rwy. Co.	Miles. 56.59	Pounds. 799	15.96	apt. 20 by 9, 6 t. a. w., Clintonville and Oconto, 55.40 m.; c. p. 6 out, 0 in, Clintonville and Northern Junction, 32.06 m.; 12 out, 6 in, thence to Gillett, 1.13 m.; 6 out, 0 in, thence to Oconto Falls, 8.70 m.; 0 t. a. w., thence to Oconto, 14.70 m.	8.94	76.10	Dollars. 4,806.49	
139069	St. Paul, Minn., Boundary Line (n. o.), Mich.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	480.65	4,972	30.09	apt. 31 by 9, 7 out, 22 by 9, 12 t. a. w., 94 by 9, 7 in, St. Paul and Cardigan, 8.26 m.; 31 by 9, 7 out, 22 by 9, 6 t. a. w., 84 by 9, 7 in, Cardigan and Rhinelander, 294.63 m.; 31 by 9, 7 t. a. w., Rhinelander and Boundary line, 277.68 m.; c. p. 0 t. a. w., St. Paul and Larch Junction, 335.80 m.; 6 t. a. w., thence to Trout Lake, 110.10 m.; 12 out, 0 in, thence to Sault Ste. Marie, 44.75 m.	12.14	170.15	8,365.62	
139070	Antigo, Bryant.	Chicago and Northwestern Rwy. Co.	8.95	68	12.10	c. p. 6 t. a. w., Antigo and Bryant, 8.95 m.	6.00	42.75	382.61	
139071	Abbotsford, Wis., Minneapolis, Minn.	Wisconsin Central Rwy. Co.	169.92	8,729	30.81	apt. 60 by 9, 7 t. a. w., 30 by 9, 13 t. a. w., Abbotsford and Chippewa Falls, 54.40 m.; 60 by 9, 7 t. a. w., 30 by 9, 7 t. a. w., thence to Minneapolis, 115.60 m.	15.91	152.19	25,860.12	
139072	Weyville, Necedah.	Chicago and Northwestern Rwy. Co.	16.19	50	22.00	c. p. 7 t. a. w., Weyville and Necedah, 16.19 m.	7.00	42.75	692.12	
139073	Vacant.	.....do.....	4.53	20	13.00	c. p. 6 t. a. w., Parrish Junction (n. o.) and Parrish, 4.53 m.	6.00	42.75	193.65	
139074	Parrish Junction (n. o.), Parrish.	.....do.....	13.61	77	6.00	c. p. 6 t. a. w., Barron and Ridgeland, 13.61 m.	6.00	42.75	795.57	
139075	Barron, Ridgeland.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	6.67	30	9.90	c. p. 6 t. a. w., Hunting and Big Falls, 6.67 m.	6.00	42.75	285.14	
139076	Hunting, Big Falls.	Big Falls Rwy. Co.	68.23	543	25.20	apt. 21 by 9, 6 t. a. w., Ashland and South Superior, 67.28 m.; c. p. 7 t. a. w., Ashland and Iron River, 28.66 m.; 6 t. a. w., thence to Superior, 34.92 m.; 7 out, 6 in, thence to South Superior, 4.65 m. Land grant.	12.45	52.67	3,563.67	
139077	Ashland, South Superior.	Northern Pacific Rwy. Co.	16.31	36	.....	c. p. 6 t. a. w., Pratt Junction (n. o.) and Jeffris, 16.31 m.	6.00	42.75	697.25	
139078	Pratt Junction (n. o.), Jeffris.	Chicago and Northwestern Rwy. Co.	17.99	143	6.00	c. p. 12 t. a. w., Pelican Lake and Crandon, 17.99 m.	12.00	42.75	769.07	
139079	Pelican Lake, Crandon.	.....do.....	5.90	81	16.10	c. p. 6 t. a. w., Hurley and Pence, 5.90 m.	6.00	42.75	252.22	
139080	Hurley, Pence.	.....do.....	6.97	191	22.20	apt. 18 by 10, 12 t. a. w., Packwaukee and Montello, 6.80 m.	12.00	42.75	297.96	
139081	Packwaukee, Montello.	Wisconsin Central Rwy. Co.								

130072	Abbotsford, Athens...	Abbotsford and North-eastern R.R. Co.	15.27	124	12.00	c. p. 6 t. a. w., Abbotsford and Athens, 15.27 m.	6.00	42.75	652.79
130073	Fairchild, Mondovi...	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	37.02	513	19.80	c. p. 12 t. a. w., Fairchild and Mondovi, 37.02 m.	12.00	64.12	2,373.72
130074	Vacant.								
130075	Redgranite Junction, (n. o.) Redgranite.	Chicago and North-western Rwy. Co.	8.05	61	15.40	c. p. 6 t. a. w., Redgranite Junction (n. o.) and Redgranite, 8.05 m.	6.00	42.75	844.13
130076	Stevens Point, Plover.	Green Bay and Western R. Co.	6.57	38	15.60	c. p. 12 t. a. w., Stevens Point and Plover, 6.57 m.	12.00	42.75	280.86
130077	Manitowoc, Two Rivers.	Chicago and North-western Rwy. Co.	8.31	449	24.18	c. p., 19 out, 18 in, Manitowoc and Two Rivers, 8.31 m.	18.50	59.85	497.35
130078	East Winona (n. o.), Wia, Winona, Minn.	Chicago, Burlington and Quincy Rwy. Co.	2.21	274	6.60	c. p. 28 t. a. w., East Winona and Winona, 2.21 m.	26.00	47.88	105.81
130079	Granville, Northlake.	Chicago, Milwaukee and St. Paul Rwy. Co.	20.08	243	13.68	c. p. 12 t. a. w., Granville and Northlake, 20.08 m.	12.00	45.82	910.02
130080	Dresser Junction, Frederick.	Minneapolis St. Paul and Sault Ste. Marie Rwy. Co.	24.51	243	8.14	c. p. 6 t. a. w., Dresser Junction and Frederick, 24.51 m. Route restated.	6.00	45.82	1,110.79
130081	Kewaunee, Green Bay.	Kewaunee, Green Bay and Western R. Co.	36.82	1,154	15.12	apt. 24 by 9.6 t. a. w., Casco Junction and Green Bay, 23.30 m.; c. p. 12 t. a. w., Kewaunee and Casco Junction, 13.82 m.; 6 t. a. w., thence to Green Bay, 23.30 m.	12.00	91.49	3,868.66
130082	Marshfield, Greenwood.	Wisconsin Central Rwy. Co.	22.39	206	11.21	c. p. 6 t. a. w., Marshfield and Greenwood, 22.39 m.	6.00	42.75	957.17
130083	Cambridge, London.	Chicago and Lake Superior Rwy. Co.	8.54	271	12.20	c. p. 24 t. a. w., Cambridge and London, 3.54 m.	24.00	47.03	166.48
130084	Lafarge, Wauzeka....	Wisconsin Western R. Co.	51.70	447	13.50	apt. 15 by 7.6 t. a. w., Lafarge and Wauzeka, 51.80 m. Route restated.	6.00	59.85	3,094.24
130085	Vacant.								
130086	Casco Junction (n. o.), Sturgeon Bay.	Annabe and Western Rwy. Co.	34.23	1,088	15.12	apt. 24 by 9.6 t. a. w., Casco Junction (n. o.) and Sturgeon Bay, 34 m.; c. p. 6 t. a. w., Casco Junction (n. o.) and Sturgeon Bay, 34.23 m.	12.00	88.92	3,043.73
130087	Nestorla, West Superior.	Duluth, South Shore and Atlantic Rwy. Co.	210.50	1,156	26.75	(apt. 23 by 9.6 out, 20 by 9.6 in, Nestorla and Duluth, 214.80 m.; c. p. 7 t. a. w., Nestorla and Duluth, 214.80 m.; lap service, West Superior, Wia, to Duluth, Minn., 4.30 m., over route 130061. Route restated.	13.00	91.49	19,317.46
130088	West Superior, Duluth.		4.30					13.68	
130089	Vacant.								
130090	Woodville, Weston...	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	26.19	182	15.40	c. p. 18 t. a. w., Woodville and Spring Valley, 10.09 m.; 6 t. a. w., thence to Weston, 16.10 m. Route restated.	10.62	42.75	1,119.62
130091	Jersey City (n. o.), Spirit Falls.	Marquette, Tonawanda and Western Rwy. Co.	13.08	14	11.77	c. p. 8 t. a. w., Jersey City (n. o.) and Spirit Falls, 13.08 m. Route restated.	3.00	42.75	557.08
130091	Vacant.								
130092	Vacant.								
130093	Chelsea, Riblake....	Wisconsin Central Rwy. Co.	6.09	12	12.14	c. p. 12 t. a. w., Chelsea and Riblake, 6.09 m.	12.00	42.75	280.84
130094	Vacant.								
130095	Powers, Mich., Hurley, Wia.	Chicago and North-western Rwy. Co.	161.73	806	22.18	apt. 24 by 9.6 out, 22 by 9.6 in, Powers and Hurley, 161.60 m.; c. p. 7 t. a. w., Powers and Stager, 48.20 m.; 1 t. a. w., thence to Iron River, 19.50 m.; 0 t. a. w., thence to Wakefield, 80.98 m.; 7 out, 13 in, thence to Bessemer, 5.72 m.; 14 out, 13 in, thence to Hurley, 7.33 m.	9.17	76.95	12,445.12

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per annum for transportation.	Dollars.	Annual rate of pay for transportation.	Dollars.
WISCONSIN—continued.											
139096	Ripon, Berlin	Chicago, Milwaukee and St. Paul Rwy. Co.	Miles. 13.47	Pounds 694	25.10	c. p. 18 out, 12 in, Ripon and Berlin, 13.47 m.	15.00	71.82	967.41		
139097	Bayfield, Redcliff	Bayfield Transfer Rwy. Co.	3.97	29	14.36	c. p. 6 t. a. w., Bayfield and Redcliff, 3.97 m.	6.00	42.75	169.71		
139098	Fond du Lac, Janesville.	Chicago and Northwestern Rwy. Co.	85.60	1,053	23.40	apt. 24 by 9, 6 out, 25 by 9, 6 in, Fond du Lac and Janesville, 85.60 m.; c. p. 0 t. a. w., Fond du Lac and Junction, 31.70 m.; 6 t. a. w., thence to Watertown Junction (n. o.), 15 m.; 6 out, 12 in, thence to Jefferson Junction (n. o.), 10.80 m.; 12 t. a. w., thence to Fort Atkinson, 8.30 m.; 6 t. a. w., thence to Janesville, 10.80 m. c. p. 25 out, 27 in, Bayfield and Ashland Junction, 21.39 m. Land grant.	10.73	87.21	7,465.17		
139099	Bayfield, Ashland Junction.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	21.39	485	25.56	c. p. 6 t. a. w., Fairchild and Bright, 33.14 m. Route restated.	25.50	49.93	1,068.00		
139100	Fairchild, Bright.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	33.14	115	10.44	c. p. 6 t. a. w., Fairchild and Bright, 33.14 m. Route restated.	6.00	42.75	1,416.73		
139101	Summit Station (n. o.), St. Croix Falls.	Chicago, St. Paul, Minneapolis and St. Louis Rwy. Co.	2.15	164	21.60	c. p. 12 t. a. w., Summit Station (n. o.) and St. Croix Falls, 2.15 m.; formerly part of route 139080.	12.00	42.76	91.91		
139102	Vacant.	Hillsboro and Northern Rwy. Co.	5.04	206	19.30	c. p. 13 t. a. w., Hillsboro and Union Center, 5.04 m.	13.00	42.75	215.46		
139103	Hillsboro, Union Center.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	29.30			Not weighed; agreement	6.00	42.75	1,252.57		
139104	Chippewa Falls, Holcombe.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	34.60			do	6.00	42.75	1,479.15		
139105	Radison Junction (n. o.), Radison.	do				do					
MINNESOTA.											
141001	St. Paul, Minn., Fargo, N. Dak.	Northern Pacific Rwy. Co.	(107.88) (142.39)	40,619 26.01		r. p. o. authorized, 11.60 ft., 11.60 ft., St. Paul to Fargo; cars run 60 by 9, 7 t. a. w., and 33 by 9, 6 t. a. w., St. Paul to Fargo, 250.27 m.; apt. 60 by 9, 7 t. a. w., 30 by 9, 6 t. a. w., and 25 by 9, 6 t. a. w., St. Paul to Minneapolis, 10.40 m.; 50 by 9, 7 t. a. w., and 80 by 9, 6 t. a. w., thence to Little Falls, 97.82 m.; 60 by 9, 7 t. a. w., thence to Staples, 33.92 m.; 50 by 9, 7 t. a. w., and 80 by 9, 6 t. a. w., thence to Fargo, 108.59 m.; e. p. 6 out, 13 in, St. Paul to Minneapolis, 10.44 m.	26.83	551.47 441.18	122,312.20		

141002	Benson, Minn., Watertown, S. Dak.	Great Northern Rwy. Co.	92.69	539	27.40	Land grant, St. Paul to Minneapolis, 10.44 m.; Watoh to Little Falls, 23.3 m. and Staples to Fargo, 108.69 m.; r. p. o. car pay per annum \$23,531.30, being \$40 per mile on 250.27 m. apt. 22 by 9.6 t. a. w., Benson to Watertown, 92.08 m.	6.00	64.98	6,022.99
141003	McKinley, Virginia	Duluth and Iron Range R. R. Co.	7.20	199	18.00	c. p. 12 t. a. w., McKinley to Virginia, 7.20 m.	12.00	42.75	307.80
141004	St. Paul, Minn., Far- go, N. Dak.	Great Northern Rwy. Co.	{ 88.77 } { 182.80 }	{ 32,677 } { 28,36 }	{ 28,36 }	(r. p. o. authorized, 11.60 ft., 11.60 ft., 11.40 ft., St. Paul to Minneapolis; 11.60 ft., 11.40 ft., thence to Barnesville; 11.60 ft., thence to Moorhead; 11.60 ft., 11.60 ft., thence to Fargo; cars run 60 by 9, 7 t. a. w., and 60 by 9, 14 t. a. w., St. Paul to Minneapolis, 10.44 m.; 60 by 9, 7 t. a. w., and 60 by 9, 7 t. a. w., thence to Barnesville, 356.61 m.; 60 by 9, 7 t. a. w., thence to Moorhead, 23.48 m.; 60 by 9, 7 t. a. w., and 60 by 9, 7 t. a. w., thence to Fargo, 1.04 m.; apt. 30 by 9, 7 t. a. w., 24 by 9, 12 t. a. w., 23 by 9, 6 t. a. w., and 15 by 9, 6 t. a. w., St. Paul to Minneapolis, 10.44 m.; 30 by 9, 7 t. a. w., thence to Moorhead, 165.84 m.; 30 by 9, 7 t. a. w., and 24 by 9, 6 t. a. w., thence to Moorhead, 165.84 m.; 30 by 9, 7 t. a. w., St. Paul to Minneapolis, 10.44 m. Land grant, St. Paul to Minneapolis, 10.44 m., and St. Cloud to Barnesville, 142.36 m.; r. p. o. car pay per annum \$12,185.70, being \$115 per m. for 10.44 m.; \$50 per m. for 26.61 m., \$25 per m. for 23.48 m., and \$65 per m. for 1.04 m.)	19.72	{ 465.97 } { 372.75 }	{ 96,824.93 }
141005	Burt, Iowa, Vesta, Minn.	Chicago and North- western Rwy. Co.	119.27	424	28.26	apt. 15 by 7.6 t. a. w., Burt, Iowa, to Fox Lake, Minn., 16.20 m.; 20 by 9, 6 t. a. w., thence to Sanborn, 46.50 m.; c. p. 11 t. a. w., Fox Lake to Sanborn, 12 t. a. w., thence to Vesta, 26.42 m. Route restated, 11.50 ft., thence to Moorhead, 1.60 ft., 11.60 ft., Minneapolis to Breckenridge, 7 in. Minneapolis to Breckenridge, cars run 50 by 9, 7 t. a. w., 7 t. a. w., thence to Moorhead, 45.63 m.; apt. 30 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., and 15 by 9, 6 t. a. w., Minneapolis to Wayzata, 12.49 m.; 30 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., 25 by 9, 6 in., thence to Willmar, 76.10 m.; 20 by 9, 7 t. a. w., 22 by 9, 6 t. a. w., 25 by 9, 6 in., thence to Breckenridge, 112.04 m.; 22 by 9, 6 t. a. w., 25 by 9, 6 in., thence to Moorhead, 45.63 m. Land grant, Minneapolis to Breckenridge, 200.63 m.; r. p. o. car pay per m. on 45.63 m., \$14,866.15, being \$65 per m. on 200.63 m., and \$40 per m. on 45.63 m.)	7.71	58.14	6,984.85
141006	Minneapolis, Moor- head.	Great Northern Rwy. Co.	{ 200.63 } { 45.98 }	{ 21,152 } { 27.80 }	{ 27.80 }	apt. 25 by 9, 30 t. a. w., St. Paul to Wyoming, 29.14 m.; 14 t. a. w., thence to Superior, 120.36 m.; 25 by 9, 14 t. a. w., 21 by 9, 6 t. a. w., and 22 by 9, 7 t. a. w., West Superior to Duluth, 4.50 m.; c. p. 6 t. a. w., St. Paul to West Superior, 150.10 m.; 20 t. a. w., thence to Duluth, 4.50 m., land grant, St. Paul to West End, 146.88 m., and Superior to Duluth, 4.50 m. Route restated, c. p. 19 t. a. w., Stillwater and White Bear Lake, 12.80 m. Land grant, (r. p. o. authorized, 2 t. a. w., St. Paul to Austin, cars run, 60 by 9, 13 t. a. w., St. Paul to Austin, 100 m.; 6 t. a. w., thence to Calmar, 68.90 m.; apt. 33 by 9, 6 t. a. w., and 25 by 9, 6 t. a. w., and 26 by 9, 6 in., Ramsey to Austin, 3 m.; 20 by 9, 6 t. a. w., thence to Calmar, 68.90 m.; c. p. 1 t. a. w., Austin to Calmar, 69.02 m.; St. Paul to Austin, 100 m. Land grant; r. p. o. car pay per annum \$5,000, being \$50 per m. for 100 m.)	18.98	{ 274.29 } { 342.86 }	{ 70,796.50 }
141007	St. Paul, Duluth.....	Northern Pacific Rwy. Co.	{ 151.08 } { 8.22 }	{ 7,615 } { 24.73 }	{ 24.73 }	apt. 25 by 9, 30 t. a. w., St. Paul to Wyoming, 29.14 m.; 14 t. a. w., thence to Superior, 120.36 m.; 25 by 9, 14 t. a. w., 21 by 9, 6 t. a. w., and 22 by 9, 7 t. a. w., West Superior to Duluth, 4.50 m.; c. p. 6 t. a. w., St. Paul to West Superior, 150.10 m.; 20 t. a. w., thence to Duluth, 4.50 m., land grant, St. Paul to West End, 146.88 m., and Superior to Duluth, 4.50 m. Route restated, c. p. 19 t. a. w., Stillwater and White Bear Lake, 12.80 m. Land grant, (r. p. o. authorized, 2 t. a. w., St. Paul to Austin, cars run, 60 by 9, 13 t. a. w., St. Paul to Austin, 100 m.; 6 t. a. w., thence to Calmar, 68.90 m.; apt. 33 by 9, 6 t. a. w., and 25 by 9, 6 t. a. w., and 26 by 9, 6 in., Ramsey to Austin, 3 m.; 20 by 9, 6 t. a. w., thence to Calmar, 68.90 m.; c. p. 1 t. a. w., Austin to Calmar, 69.02 m.; St. Paul to Austin, 100 m. Land grant; r. p. o. car pay per annum \$5,000, being \$50 per m. for 100 m.)	21.86	{ 158.68 } { 198.36 }	{ 24,612.08 }
141008	Stillwater, White Bear Lake.	.....do.....	12.80	165	26.04	c. p. 19 t. a. w., Stillwater and White Bear Lake, 12.80 m. Land grant, (r. p. o. authorized, 2 t. a. w., St. Paul to Austin, cars run, 60 by 9, 13 t. a. w., St. Paul to Austin, 100 m.; 6 t. a. w., thence to Calmar, 68.90 m.; apt. 33 by 9, 6 t. a. w., and 25 by 9, 6 t. a. w., and 26 by 9, 6 in., Ramsey to Austin, 3 m.; 20 by 9, 6 t. a. w., thence to Calmar, 68.90 m.; c. p. 1 t. a. w., Austin to Calmar, 69.02 m.; St. Paul to Austin, 100 m. Land grant; r. p. o. car pay per annum \$5,000, being \$50 per m. for 100 m.)	19.00	34.20	437.76
141009	St. Paul, Minn., Cal- mar, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	{ 100.00 } { 69.02 }	{ 6,689 } { 28.12 }	{ 28.12 }	(r. p. o. authorized, 2 t. a. w., St. Paul to Austin, cars run, 60 by 9, 13 t. a. w., St. Paul to Austin, 100 m.; 6 t. a. w., thence to Calmar, 68.90 m.; apt. 33 by 9, 6 t. a. w., and 25 by 9, 6 t. a. w., and 26 by 9, 6 in., Ramsey to Austin, 3 m.; 20 by 9, 6 t. a. w., thence to Calmar, 68.90 m.; c. p. 1 t. a. w., Austin to Calmar, 69.02 m.; St. Paul to Austin, 100 m. Land grant; r. p. o. car pay per annum \$5,000, being \$50 per m. for 100 m.)	13.11	{ 151.16 } { 188.96 }	{ 28,156.01 }

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
MINNESOTA—cont'd.									
141010	Hastings, Cologne....	Chicago, Milwaukee and St. Paul Rwy. Co.	56.94	289	11.92	apt. 16 by 7.6 t. a. w., Hastings and Cologne, 56.60 m.; land grant; route restated.	6.00	38.99	2,181.10
141011	Superior Wia., Staples, Minn.	Northern Pacific Rwy. Co.	143.43	1,758	28.82	apt. 21 by 9.7 t. a. w., and 30 by 9.6 t. a. w., West Superior to Brainerd, 113.91 m.; 21 by 9.7 t. a. w., thence to Staples, 29.41 m.; c. p. 7 t. a. w., West Superior to Staples, 143.43 m.; land grant; route restated.	18.76	93.71	13,440.82
141012	Austin, Minn., Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	11.40 23.40	3,225	29.14	(r. p. o. authorized, 11.40 ft., Austin to Mason City, 30.80 m.; cars run, 60 by 9.7 t. a. w., Austin to Mason City, 30.80 m.; apt. 60 by 9.6 t. a. w., Austin to Mason City, 30.80 m.; land grant, Austin to Lyle, 11.40 m.; r. p. o. car pay per annum, \$995, being \$25 per m., for 39.80 m. r. p. o. authorized, 51.60 ft., 1.50 ft., 1.40 ft., 2.1.40 ft., Minneapolis to St. Paul, 51.60 ft., 1.40 ft., thence to La Crosse, cars run, 60 by 9.55 t. a. w., Minneapolis to St. Paul, 10.91 m.; 42 t. a. w., thence to La Crosse, 130.83 m.; c. p. 14 in, Minneapolis to St. Paul, 10.91 m.; thence to Red Wing, 40.56 m.; r. p. o. car pay per annum, \$89,687.65, being \$840 per m., on 10.91 m., and \$275 per m., on 130.83 m. r. p. o. authorized, 1.50 ft., 1.40 ft., 1.7 t. a. w., New Ulm to Tracy, cars run 50 by 9.7 t. a. w., and 49 by 9.7 t. a. w., New Ulm to Tracy, 61.30 m.; apt. 12 by 7.12 t. a. w., St. Peter to New Ulm, 29.10 m.; 13 by 9.7 t. a. w., Tracy to Marshall Junction (n. o.), 16.15 m.; 13 by 9.7 t. a. w., and 12 by 7.6 t. a. w.; thence to Marshall, 1.15 m., 13 by 9.7 t. a. w.; thence to Watertown, 75.30 m.; land grant; r. p. o. car pay per annum, \$3,984.50, being \$65 per m., for 61.30 m. r. p. o. authorized, 1.50 ft., 1.40 ft., Winona to Mankato Junction (n. o.); cars run, 50 by 9.6 t. a. w., and 49 by 9.7 t. a. w., Winona to Mankato Junction (n. o.), 130.10 m.; apt. 12 by 7.12 t. a. w., Mankato Junction (n. o.) to St. Peter, 8.46 m.; c. p. 6 t. a. w., Winona to Mankato Junction (n. o.), 130.10 m., 1 out, thence to St. Peter, 9.35 m.; land grant; r. p. o. car pay per annum, \$8,456.50, being \$65 per m., for 130.10 m.	13.00	116.28 145.35	5,453.53
141013	Minneapolis, Minn., La Crosse, Wis.	.....do.....	141.74	116,553	27.47				.....
141014	St. Peter, Minn., Watertown, S. Dak.	Chicago and Northwestern Rwy. Co.	184.30	3,804	23.96		10.10	123.12	22,691.01
141015	Winona, St. Peter....	.....do.....	139.45	9,975	26.50		18.48	179.20	24,969.44
141016	Sleepyeye, Redwood Falls.	.....do.....	26.06	328	18.87	apt. 12 by 7.6 t. a. w., Sleepyeye to Evan, 7.30 m.; c. p. 13 t. a. w., Sleepyeye to Redwood Falls, 26.05 m.	14.69	51.80	1,338.36
141017	Rochester, Zumbrota.	.....do.....	25.87	185	21.86	c. p. 6 out, 12 in, Rochester and Zumbrota, 25.87 m.	9.00	42.75	1,106.94
141018	Chatfield, Plainview....	.....do.....	28.78	420	21.28	c. p. 12 out, 15 in, Chatfield to Eyota, 12.56 m.; 18 t. a. w., thence to Plainview, 16.22 m.	16.69	58.14	1,673.28

141019	Mankato Junction (n. o.), New Ulm.	.....do.....	80.10	11,077	18.22	r. p. o. authorized, 11.50 ft., 1.40 ft., over route; cars run, 50 by 9, 7 t. a. w., and 49 by 9 t. a. w., Mankato Junction (n. o.) to Mankato, 8.80 m.; 50 by 9 t. a. w., and 49 by 9 t. a. w., thence to New Ulm, 25.80 m.; apt. 12 by 7 t. a. w., Mankato Junction (n. o.) to Mankato, 8.80 m.; c. p. 6 t. a. w., Mankato Junction (n. o.) to Mankato, 8.80 m.; route restated; r. p. o. car pay per annum, \$1,924, being \$85 per m. for 22.60 m.	15.91	285.12	7,077.11
141020	Worthington, Minn., Sioux Falls, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	62.12	3,622	23.16	apt. 20 by 9 (av.), 13 t. a. w., Worthington and Sioux Falls, 61.90 m....	13.00	150.48	9,847.81
141021	St. Paul, Minn., An- gus, Iowa.	Minneapolis and St. Louis R. R. Co.	271.62	5,533	26.58	apt. 25 by 9 out, 13 in; 25 by 9, 13 out, 6 in, and 20 by 9 t. a. w., St. Paul to Hopkins, 20.04 m.; 25 by 9, 6 out, 13 in, 25 by 9, 7 out, thence to Albert Lea, 119.40 m.; 25 by 9, 6 out, 13 in, and 25 by 9, 7 out, thence to Angus, 132.08 m.; c. p. 7 t. a. w., St. Paul to Minneapolis, 12.34 m.; 13 t. a. w., thence to Hopkins, 7.80 m.; 7 t. a. w., thence to Albert Lea, 119.40 m.	17.72	176.13	47,822.81
141022	Wabasha, Zumbrota..	Chicago, Milwaukee, and St. Paul Rwy. Co.	60.26	213	13.20	apt. 12 by 6, 6 t. a. w., Wabasha and Zumbrota, 59.95 m.....	6.00	43.61	2,627.98
141023	La Crosse, Wis., Sioux Falls, S. Dak.	.....do.....	{ 391.40 47.30 }	2,224	21.14	{ apt. 33 by 9 t. a. w., 36 by 9, 6 out, and 25 by 9, 6 in, La Crosse to Jack- son, 215.70 m.; 33 by 9, 6 t. a. w., thence to Egau, 99.30 m.; 33 by 9, 6 t. a. w. and 20 by 9, 6 t. a. w., thence to Sioux Falls, 34.30 m.; c. p. 6 out, Jackson to Lakefield, 11.70 m., and Prairie Junction to Faldia, 13.80 m.; land grant, La Crosse, Wis., to Airlie, Minn., 301.40 m.	{ 104.65 130.82 }	{ 104.65 130.82 }	{ 37,729.29 83,153.50 }
141024	Mankato, Wells.....	.....do.....	38.48	1,064	20.18	apt. 12 by 7, 6 t. a. w., and 11 by 7, 6 t. a. w., Mankato to Wells, 38.10 m....	12.00	88.92	3,421.64
141025	Minneapolis, Minn., Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	279.47	23,814	23.70	r. p. o. authorized, 11.50 ft., Minneapolis to St. Paul, 11.50 ft., 1.60 ft., thence to Sioux City; cars run, 50 by 9, 7 t. a. w., Minneapolis to St. Paul, 10.44 m.; 50 by 9, 7 t. a. w., and 60 by 9, 7 t. a. w., thence to Sioux City, 298.50 m.; apt. 40 by 9, 6 t. a. w., and 20 by 9, 6 t. a. w., Minneapolis to Lake Crystal, 168.64 m.; 40 by 9, 6 t. a. w., thence to Sioux City, 170.30 m.; c. p. 48 out, 54 in, Minneapolis to St. Paul, 10.44 m.; 8 out, 7 in, thence to Mankato, 85.80 m.; 7 out, 12 in, thence to Lake Crystal, 12.40 m.; 12 t. a. w., thence to St. James, 21.50 m.; 6 out, thence to Worthington, 56.70 m., 6 t. a. w., thence to Sioux City, 91.63 m.; land grant; r. p. o. car pay per annum, \$24,582.00, being \$40 per m. for 10.44 m., and \$90 per m. on 298.50 m.	30.20	297.54	83,153.50
141026	Vacant.	.....do.....	3.36	1,439	20.00	c. p. 39 out, 52 in, Stillwater to Stillwater Junction (n. o.), 3.86 m.; land grant.	45.50	82.76	278.07
141027	Stillwater, Stillwater Junction (n. o.).	.....do.....	55.49	437	18.30	apt. 13 by 7, 6 t. a. w., Heron Lake and Pipestone, 55 m.; c. p. 6 out, Heron Lake to Pipestone, 55.49 m.	9.00	59.00	3,273.91
141028	Heron Lake, Pipe- stone.	.....do.....	43.23	1,478	27.42	apt. 29 by 7, 6 out, and 12 in, and 15 by 7, 6 out, Lake Crystal to El- more, 43 m.; c. p. 12 t. a. w., Lake Crystal to Elmore, 43.23 m.	24.00	105.17	4,546.49
141029	Lake Crystal, Elmore.	.....do.....	28.41	118	16.50	c. p. 6 t. a. w., Luverne to Doon, 28.41 m.....	6.00	42.75	1,214.52
141030	Luverne, Minn., Doon, Iowa.	.....do.....	48.13	7,025	30.12	apt. 49 by 9, 7 t. a. w. and 24 by 9, 6 t. a. w., Tracy and Elkton, 47.80 m....	13.00	192.88	9,259.24
141031	Tracy, Minn., Elk- ton, S. Dak.	Chicago and North- western Rwy. Co.	57.68	740	22.06	apt. 15 by 9, 6 t. a. w., Reno and Preston, 57.50 m.....	6.00	74.89	4,287.09
141032	Reno, Preston.....	Chicago, Milwaukee and St. Paul Rwy. Co.	19.70	580	14.10	apt. 25 by 9, 6 t. a. w., Wyoming and Taylors Falls, 19.54 m.; c. p. 6 t. a. w., Wyoming and Taylors Falls, 19.70 m.	12.00	64.98	1,280.10
141033	Wyoming, Taylors Falls.	Northern Pacific Rwy. Co.	47.16	440	23.60	apt. 18 by 9, 6 t. a. w., Morris to Brown Valley, 46.98 m.....	6.00	59.85	2,822.52
141034	Morris, Brown Valley.	Great Northern Rwy. Co.							

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
141069	MINNESOTA—cont'd. Boyleston (n.o.), Wis., Grand Forks, N. Dak.	Great Northern Rwy. Co.	281.74	1,659	28.94	r. p. o. authorized 1 l. 40 ft., Crookston to Grand Forks; cars run, 50 by 9, 7 t. a. w., Crookston to Grand Forks, 25.18 m.; apt. 25 by 9, 7 t. a. w., Boyleston (n.o.) to Cass Lake, 149.38 m.; 25 by 9, 7 t. a. w., and 16 by 9, 6 t. a. w., thence to Remidji, 15.31 m.; 25 by 9, 7 t. a. w., thence to Grand Forks, 116.72 m.; c. p. 13 t. a. w., Boyleston (n.o.) to Floodwood, 90.65 m.; 7 t. a. w., thence to Crookston, 196.18 m.; route restated; r. p. o. car pay per annum \$629.50, being \$25 per m. on 25.18 m.	15.58	112.86	31,797.17
141070	Minneapolis, St. Cloud.	do.	66.88	4,094	23.73	apt. 25 by 9, 12 t. a. w., Minneapolis to Coon Creek Junction (n.o.), 12.59 m.; 6 t. a. w., thence to St. Cloud, 54.24 m.; c. p. 13 t. a. w., Minneapolis to Coon Creek Junction (n.o.), 13.59 m.; 6 t. a. w., thence to Elk River, 17.56 m.; route restated.	11.15	165.87	11,085.09
141071	Vacant.								
141072	Hayfield, Minn., Ma- son City, Iowa.	Chicago Great West- ern Rwy. Co.	59.11	278	25.61	apt. 15 by 9, 6 t. a. w., Hayfield to Mason City 58.36 m.; c. p. 7 out, Hayfield to Watham, 5.24 m.; 18 out, thence to Austin, 12.17 m.; 7 in, thence to Manly, 81.78 m.; route restated.	10.56	47.88	2,880.18
141073		do.							
141074	Vacant.								
141075	Winona, Minn., Osage, Iowa.	do.	113.70	434	26.54	apt. 12 by 7, 6 t. a. w., Winona to Simpson, 55.50 m.; 25 by 9, 6 t. a. w., thence to Osage, 57.82 m.; c. p. 7 t. a. w., Simpson to McIntire, 41.42 m.	8.55	59.00	6,708.30
141076	Vacant.								
141077	Bingham Lake, Currie	Chicago, St. Paul, Min- neapolis and Oma- ha Rwy. Co.	38.70	233	13.80	c. p. 6 t. a. w., Bingham Lake and Currie, 38.70 m.	6.00	44.46	1,720.60
141078	Tyler, Minn., Astoria, S. Dak.	Chicago and North- western Rwy. Co.	32.14	251	13.74	c. p. 6 t. a. w., Tyler and Astoria, 32.14 m.	6.00	46.17	1,493.90
141079	Vacant.								
141080	Allen Junction (n.o.), Eveleth.	Duluth and Iron Range R. R. Co.	27.43	367	22.86	c. p. 12 t. a. w., Allen Junction (n.o.) and Eveleth, 27.43 m.	12.00	53.87	1,477.65
141081	Duluth, Mount Iron ..	Duluth, Missabe and Northern Rwy. Co.	74.40	1,440	19.56	apt. 14 by 10, 6 t. a. w., Duluth to Wolf (n.o.), 67.74 m.; c. p. 6 t. a. w., Duluth to Iron, 66.54 m.; 12 t. a. w., thence to Wolf (n.o.), 2.20 m.; 6 t. a. w., thence to Mount Iron, 6.66 m.	11.64	104.31	7,760.66
141082	Vacant.								

141083	Red Lake Falls, Thief River Falls, Virginia.	Great Northern Rwy. Co.	18.40	379	20.74	c. p. 6 t. a. w., Red Lake Falls to St. Hilaire, 10.44 m.; 12 t. a. w., thence to Thief River Falls, 7.36 m.	8.59	54.72	1,006.84
141084	Wolf (n. o.), Virginia.	Duth, Missabe and Northern Rwy. Co.	7.15	118	26.20	c. p. 12 t. a. w., Wolf (n. o.) and Virginia, 7.15 m.	12.00	42.75	305.66
141085	Wolf (n. o.), Hibbing.	do.	16.61	918	22.40	apt. 14 by 10, 6 t. a. w., Wolf (n. o.) to Hibbing, 16.44 m.; c. p. 12 t. a. w., Wolf (n. o.) to Hibbing, 16.44 m.	18.00	81.28	1,869.28
141086	Ellsworth, Minn., Waretown, S. Dak.	Chicago, Rock Island and Pacific Rwy. Co.	126.25	768	28.98	apt. 23 by 9, 6 out, 20 by 9, 6 in., Ellsworth to Hardwick, 22.63 m.; 23 by 9, 12 out, 20 by 9, 6 in., and 23 by 9, 6 in., thence to Treasky, 8.73 m.; 23 by 8, 6 out, and 23 by 8, 6 in., thence to Watertown, 9.41 m.; c. p. 6 t. a. w., Ellsworth to Watertown, 40.55 m.	8.31	75.24	9,499.05
141087	Brainerd, Blackduck.	Minnesota and International Rwy. Co.	117.51	617	20.22	apt. 19 by 8, 6 t. a. w., Brainerd to Bemidji, 22.68 m.; c. p. 6 t. a. w., Bemidji to Blackduck, 24.88 m.; route restated.	6.00	68.40	8,087.68
141088	Vacant.								
141089	Barnesville, St. Vincent.	Great Northern Rwy. Co.	172.65	3,455	24.87	r. p. o. authorized 1 l. 40 ft., Barnesville to Crookston; cars run, 50 by 9, 7 t. a. w., Barnesville to Crookston, 81.41 m.; apt. 25 by 6 t. a. w., Carman (n. o.) to St. Vincent, 92.09 m.; c. p. 6 t. a. w., Crookston to St. Hilaire Junction (n. o.), 6.67 m.; land grant; r. p. o. car pay per annum \$2,085.25, being \$25 per m. on 81.41 m.	6.73	119.01	20,547.07
141091	Vacant.								
141092	Vacant.								
141093	Vacant.								
141094	Rochester, Simpson.	Chicago Great Western Rwy. Co.	7.82	980	22.50	apt. 25 by 9, 6 t. a. w., and 12 by 7, 6 t. a. w., Rochester to Simpson, 7.50 m.; c. p. 7 t. a. w., Rochester to Simpson, 7.82 m.	19.00	84.65	661.95
141095	Vacant.								
141096	Vacant.								
141097	Vacant.								
141098	Trosky, Jasper.	Chicago, Rock Island and Pacific Rwy. Co.	8.87	201	19.20	apt. 23 by 9, 6 t. a. w., Trosky to Jasper, 8.60 m.	6.00	42.75	379.19
141099	Evan, Marshall Junction (n. o.).	Chicago and Northwestern Rwy. Co.	46.75	85	14.88	apt. 12 by 7, 6 t. a. w., Evan and Marshall Junction (n. o.), 46.66 m.	6.00	42.75	1,998.55
141100	Minneapolis, Albert Lea.	Chicago, Rock Island and Pacific Rwy. Co.	18.08 26.97 66.80	6,125 25.40	(apt. 25 by 9, 7 t. a. w., Minneapolis to Albert Lea, 111.41 m.; c. p. 7 t. a. w., Minneapolis to Albert Lea, 111.80 m.; Minneapolis to Newport, 14.03 m., lap over 141098; Rosemont to Comus (n. o.), 26.97 m., lap over 141099 and land grant; route restated.	14.00 51.98 182.97	64.98 51.98 182.97	14,795.87	
141101	Cardigan, Atlantic Junction (n. o.).	Minneapolis St. Paul and Gulf St. Marie Rwy. Co.	9.40	2,414	20.10	apt. 22 by 9, 12 out, and 30 by 9, 12 in., Cardigan to Atlantic Junction (n. o.), 9.40 m.; new route, formerly operated as cut-off without compensation.	12.00	183.88	1,253.77
141102	Evanville, Tintah.	Great Northern Rwy. Co.	32.68	516	27.54	apt. 31 by 9, 6 t. a. w., Evanville and Tintah, 32.68 m.	6.00	64.12	2,095.44
141103	Pelican Rapids, Fergus Falls.	do.	22.41	155	12.00	c. p. 6 t. a. w., Pelican Rapids and Fergus Falls, 22.41 m.	6.00	42.75	955.02
141104	International Boundary (n. o.), International Boundary (n. o.).	Canadian Northern Rwy. Co.	43.88			Agreement.	6.00	.....	1,873.73
141105	Zumbrota, Rochester.	Chicago Great Western Rwy. Co.	26.06	898	13.00	apt. 25 by 9, 6 t. a. w., Zumbrota and Rochester, 25.77 m.; c. p. 7 t. a. w., Zumbrota and Rochester, 26.06 m.	13.00	80.87	2,094.44

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
143001	IOWA. Burlington, Iowa; Albert Lea, Minn.	Chicago, Rock Island and Pacific Rwy. Co.	252.94	13,564	29.12	r. p. o. authorized, 11.40 ft. and 11.50 ft., Burlington and Cedar rapids; 21.40 ft. and 11.50 ft., thence to Vinton, Iowa, and 11.40 ft. and 11.50 ft., thence to Albert Lea, Minn.; cars run, 60 by 9 and 60 by 9, each 7 t. a. w., Burlington and Cedar Rapids, 97.75 m.; 60 by 9, 60 by 9, and 60 by 9, each 7 t. a. w., thence to Vinton, Iowa, 22.52 m., and 60 by 9 and 60 by 9, each 7 t. a. w., thence to Albert Lea, Minn., 131.28 m.; apt. 26 by 9, 6 t. a. w., Burlington and Ives, 75.27 m.; 30 by 9 and 12 by 9 each 6 t. a. w., thence to Cedar Rapids, 22.48 m.; 30 by 9 and 12 by 9 each 6 t. a. w., and 18 by 9, 6 t. a. w., thence to Linn Junction, 131.28 m.; 6 t. a. w., Burlington and Columbus Junction, 40.45 m.; 6 out, 12 in; thence to Cedar Rapids, 57.39 m.; 7 out, 6 in, thence to Linn Junction, 4.50 m., and 6 t. a. w., thence to Clarksville, 78.64 m.; r. p. o. car pay per annum \$17,063.75, being \$65 per mile for 97.75 m.; \$60 per mile for 23.62 m., and \$65 per mile for 131.28 m.; apt. 30 by 9, and 18 by 9, each 6 t. a. w., thence to Des Moines, and West Union, 70.51 m., and 30 by 9, 6 t. a. w., thence to Des Moines, 40.93 m.; c. p., 5 out; Linn Junction and Clermont, 84.99 m.; 5 out, 6 in; thence to Castalia, 16.28 m.; 11 out, 6 in; thence to Osolan, 5.22 m., and 5 out, thence to Des Moines, 11.82 m.	23.20	261.63	66,176.69
143002	Linn Junction, Decora.	do	121.31	1,332	25.84	r. p. o. authorized, 11.40 ft. over route; cars run, 35 by 9, 7 t. a. w., Vinton, Iowa, and Sioux Falls, S. Dak., 256.10 m.; apt. 30 by 9, 6 t. a. w., Vinton and Iowa Falls, 73.82 m.; 30 by 9, and 25 by 9, each, 6 t. a. w., thence to Dows, 16 m., and 30 by 9, 6 t. a. w., thence to Sioux Falls, 233.28 m.; c. p., 1 in, Truer to Garfield, 17.46 m.; r. p. o. car pay \$7,327.50 per annum, being \$25 per mile for 293.10 m.; no apt.; c. p. 18 t. a. w., Thornburg and Whatcheer, 4.57 m.	12.64	99.18	12,081.52
143003	Vinton, Iowa; Sioux Falls, S. Dak.	do	293.37	4,488	26.08	r. p. o. authorized, 6 t. 40 ft. over route; cars run, 60 by 9, 35 t. a. w., Burlington and U. P. Transfer (n. o.), Iowa, 250.05 m. Storage cars 60 by 9, 14 t. a. w., and 64 by 9, 7 t. a. w., Burlington and U. P. Transfer (n. o.), Iowa, 200.05 m.; apt. 27 by 9, 6 t. a. w., Burlington and Albia, 97.92 m.; c. p. 34 out, 11 in, Burlington and Ottumwa, 73.89 m.; 28 out, 14 in, thence to Albia, 34.63 m.; 34 out, 30 in, thence to Pacific Junction, 173.79 m.; and 20 out, thence to U. P. Transfer	13.35	163.31	47,910.25
143004	Thornburg, Whatcheer.	do	4.87	77	18.32	no apt.; c. p. 18 t. a. w., Thornburg and Whatcheer, 4.57 m.	18	42.75	208.19
143005	Burlington, U. P. Transfer (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	271.71 18.84	146,054	84.79	r. p. o. authorized, 6 t. 40 ft. over route; cars run, 60 by 9, 35 t. a. w., Burlington and U. P. Transfer (n. o.), Iowa, 250.05 m. Storage cars 60 by 9, 14 t. a. w., and 64 by 9, 7 t. a. w., Burlington and U. P. Transfer (n. o.), Iowa, 200.05 m.; apt. 27 by 9, 6 t. a. w., Burlington and Albia, 97.92 m.; c. p. 34 out, 11 in, Burlington and Ottumwa, 73.89 m.; 28 out, 14 in, thence to Albia, 34.63 m.; 34 out, 30 in, thence to Pacific Junction, 173.79 m.; and 20 out, thence to U. P. Transfer	82.86	1,342.69 1,678.36	395,603.41

148006	Bethany Junction (n. o.), Iowa; Albany Junction (n. o.), Mo.	do	65.37	1,238	24.84	(n. o.), 18.34 m. Land grant, Burlington and Pacific Junction (n. o.), Iowa, 271.71 m.; r. p. o. car pay \$72,512.50, being \$250 per mile for apt. 22 by 9, 6 t. a. w., Bethany Junction (n. o.) and Albany Junction (n. o.), 63.37 m. Route restated; covers 146063.	6.00	94.91	6,204.26
148007	Creston, Iowa; Saint Joseph, Mo.	do	104.49	3,170	27.98	apt. 30 by 9, 7 t. a. w. and 20 by 9, 6 t. a. w., 104.39 m. Route restated; covers 146023.	13.30	144.50	15,098.80
148008	Burlington, Iowa; Carrollton, Mo.	do	{ 25.34 } { 196.32 }	1,187	28.85	apt. 22 by 9, 6 t. a. w., Burlington, Iowa, and Carrollton, Mo., 220.66 m.; c. p. 3 in, Burlington and Moulton, Iowa, 88.36 m.; 6 out, 8 in, thence to Laclede, Mo., 82.70 m.; and 6 t. a. w., thence to Carrollton, Mo., 88.36 m.; Burlington to Vele, Iowa, 25.34 m., lap service over 148016.	10.13	{ 12.82 } { 93.20 }	{ 18,528.67 } { 83.20 }
148009	Villisca, Iowa, Bigelow, Mo.	Chicago, Burlington and Quincy Rwy. Co.	68.08	1,073	14.69	apt. 30 by 9, 6 t. a. w., Villisca and Bigelow, 67.66 m.; c. p. 7 out, Villisca to Clarinda, Ia., 35 m. Route restated; covers 146041.	6.78	88.07	5,995.80
148010	Albia, Iowa, Albert Lea, Minn.	Iowa Central Rwy. Co.	{ 178.48 } { 28.42 }	4,827	22.59	r. p. o. authorized, 1, 40 ft., between Albia and Mason City, Iowa; cars run, 60 by 9, 7 t. a. w., Albia and Mason City, Iowa, 165.78 m.; apt. 22 by 9, 6 t. a. w., Albia and Mason City, Iowa, 165.78 m.; c. p. 7 t. a. w., Albia and Osageola, 24.15 m.; none thence to Mason City, 143.18 m.; 20 t. a. w. thence to Albia, Iowa, 9.12 m., and 6 t. a. w., thence to Albert Lea, Minn., 28.42 m. Lap service, Albia, Iowa, and Albert Lea, Minn., over route 148001. Route restated; covers 148121; r. p. o. car pay, \$4,218.25 per annum, being \$25 per m. for 168.73 m.	32.44	{ 160.74 } { 46.17 }	{ 29,996.20 } { 29,996.20 }
148011	Vacant.					r. p. o. authorized, 21.50 ft., Dubuque and North McGregor, Iowa; cars run, 49 by 9, 7 out, and 59 by 9, 6 out, and 40 by 9, 13 in, Dubuque and North McGregor, Iowa, 54.60 m.; apt. 41 by 9, 6 out, and 44 by 9, 6 in, Clinton and Elk River, 10 m.; thence to Dubuque, 6.40 m.; 21 by 9, 6 out, 39 by 9, 6 in, thence to Dubuque, 44.10 m.; none thence to North McGregor, Iowa, 54.60 m.; and 41 by 9, 6 t. a. w. thence to La Crosse, Wis., 63.50 m.; c. p. 6 t. a. w., Clinton and Saibah, 16.77 m.; 19 t. a. w. thence to Dubuque, Iowa, 44.10 m., and 6 t. a. w.; thence to La Crosse, Wis., 32.10 m. Land grant, Dubuque to Tete des Morts, 10.78 m.; r. p. o. car pay, \$4,368 per m., being \$50 per m. for 54.60 m.	15	59.85	523.68
148012	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	{ 171.19 } { 10.78 }	5,487	25.41	r. p. o. authorized, 21.60 ft., over route; cars run, 60 by 9, 14 out, 13 in, Davenport and Union Pacific Transfer (n. o.), Iowa, 318.15 m.; c. p. 7 in, Davenport and West Liberty, 98.76 m.; 19 out, 20 in, thence to Des Moines, 126.40 m.; 19 out, 14 in, thence to Stuart, 40.33 m.; 25 out, 30 in, thence to Menlo, 4.89 m., and 19 out, 34 in, thence to Union Pacific Transfer (n. o.), 97.81 m.; land grant, R. p. o. car pay, \$21,815 per annum, being \$100 per m. for 318.15 m.	17.94		
148013	Stanwood, Tipton	Chicago and North-western Rwy. Co.	8.76	445	17.94	r. p. o. authorized, 21.60 ft., over route; cars run, 60 by 9, 14 out, 13 in, Davenport and Union Pacific Transfer (n. o.), Iowa, 318.15 m.; c. p. 7 in, Davenport and West Liberty, 98.76 m.; 19 out, 20 in, thence to Des Moines, 126.40 m.; 19 out, 14 in, thence to Stuart, 40.33 m.; 25 out, 30 in, thence to Menlo, 4.89 m., and 19 out, 34 in, thence to Union Pacific Transfer (n. o.), 97.81 m.; land grant, R. p. o. car pay, \$21,815 per annum, being \$100 per m. for 318.15 m.	15	59.85	523.68
148014	Davenport, Union Pacific Transfer (n. o.)	Chicago and North-western Rwy. Co.				r. p. o. authorized, 21.60 ft., over route; cars run, 60 by 9, 14 out, 13 in, Davenport and Union Pacific Transfer (n. o.), Iowa, 318.15 m.; c. p. 7 in, Davenport and West Liberty, 98.76 m.; 19 out, 20 in, thence to Des Moines, 126.40 m.; 19 out, 14 in, thence to Stuart, 40.33 m.; 25 out, 30 in, thence to Menlo, 4.89 m., and 19 out, 34 in, thence to Union Pacific Transfer (n. o.), 97.81 m.; land grant, R. p. o. car pay, \$21,815 per annum, being \$100 per m. for 318.15 m.	15	59.85	523.68
148015	Summerset Junction (n. o.)	do	6.48	723	20.09	no apt.; c. p. 24 t. a. w., Summerset Junction (n. o.) and Indianola, Mo., 6.48 m.	24	78.53	476.47
148016	Washington, Knoxville.	do	79.28	638	25.30	apt. 22 by 9, 6 t. a. w., Washington and Knoxville, 77.90 m.; c. p., 6 t. a. w., Washington and Evans, 58.46 m.	10.42	69.26	5,487.46

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
	IOWA—continued.		<i>Miles.</i>	<i>Pounds.</i>						
143017	Davenport, Iowa, Leavenworth, Kans.	Chicago, Rock Island and Pacific Rwy. Co.	335.62	4,910	27.13	r. p. o. authorized, 1 l. 40 ft., Davenport, Iowa, and Altamont, Mo.; cars run, 41 by 9, 7 out, and 50 by 9, 7 in, Davenport and Eldon, Iowa, 113 m.; 41 by 9, 6 out, and 50 by 9, 6 in, thence to Altamont, Mo., 184.20 m.; total distance, Davenport to Altamont, 297.20 m.; apt. 25 by 9, 7 out, and 30 by 9, 7 in, Davenport, Iowa, and Leavenworth, Kans., 335.40 m.; c. p. 6 t. a. w., Davenport and Washington, 67.02 m.; 6 out, Eldon to Drakeville, 17 m.; 7 out, 1 in, Altamont and Cameron Junction, 13.90 m., and 6 t. a. w., thence to Leavenworth, 54.80 m.; r. p. o. car pay, \$6,080 per annum, being \$25 per mile for 297.20 m.	14.60	\$68.29	\$6,817.10	
143018	Maquoketa, Eldridge.	Chicago, Milwaukee and St. Paul Rwy. Co.	82.86	356	24.71	apt. 15 by 7, 6 t. a. w., Maquoketa and Eldridge, 32.22 m.; c. p. 18 t. a. w., Maquoketa and Delmar, 6.82 m., and 6 t. a. w., thence to Eldridge, 20.64 m. Route restated.	14.30	\$3.87	1,770.16	
143019	Keokuk, Des Moines.	Chicago, Rock Island and Pacific Rwy. Co.	161.35	2,215	24.65	apt. 22 by 9, 6 t. a. w., Keokuk and Des Moines, 161.35 m.; c. p. 6 t. a. w., Keokuk and Eldon, 62.80 m., and 12 t. a. w., thence to Des Moines, 98.55 m.	15.66	\$30.82	21,107.80	
143020	Farley, Paralta.....	Chicago, Milwaukee and St. Paul Rwy. Co.	43.70	1,622	22.22	apt. 21 by 9, 6 t. a. w., Farley and Monticello, 19.67 m.; 21 by 9 and 31 by 9 each, 6 t. a. w., thence to Paralta, 23.70 m.	9.25	\$12.01	4,894.83	
143021	Dubuque, Sioux City.	Illinois Central R. R. Co.	327.02	9,997	31.23	r. p. o. authorized, 1 l. 40 ft. and 1 l. 50 ft. over route; cars run, 50 by 9 and 60 by 9 each, 7 t. a. w., Dubuque and Sioux City, Iowa, 326.72 m.; apt. 22 by 9, 6 t. a. w., Waterloo and Mona Junction (n. o.), 5.10 m., and 24 by 9, 6 t. a. w., Fort Dodge and Tama, 6 m.; c. p. 6 t. a. w., Dubuque and Waterloo, 92.82 m.; 12 t. a. w., thence to Mona Junction (n. o.), 6.10 m.; none thence to Fort Dodge, 94 m.; 27 out, 20 in, thence to Tama, 6 m., and 6 t. a. w., thence to Sioux City, Iowa, 129.10 m.; r. p. o. car pay per annum, \$21,236.80, being \$65 per mile for 326.72 m. Land grant.	18.89	\$179.20	\$8,601.98	
143022	Albert Lea, Minn., Mona Junction (n. o.), Iowa.	.....do.....	102.07	1,706	26.09	apt. 21 by 9, 6 t. a. w., Albert Lea and Mona Junction (n. o.), 101.47 m.; c. p. 13 t. a. w., Albert Lea and Lyle, 25.96 m., and 19 t. a. w., thence to Mona Junction (n. o.), 76.11 m. Route restated; covers 141098.	23.47	\$115.43	11,781.94
143023	Beulah, Elkader	Chicago, Milwaukee and St. Paul Rwy. Co.	19.28	422	16.55	no apt., c. p. 12 t. a. w., Beulah and Elkader, Iowa, 19.23 m.	12.00	\$8.14	1,118.03	

143024	Clinton, Anamosa.....	Chicago and North-western Rwy. Co.	2.60 69.01	468	26.37	apt. 12 by 7, 6 t. a. w., Clinton and Anamosa, 71.40 m.; c. p. 6 out, Clinton to Anamosa, 71.61 m.; land grant, Clinton to Lyons, Iowa, 2.40 m. r. p. o. authorized, 21.50 ft., North McGregor and Spencer and 11.60 ft., Spencer to Southern, Iowa, cars run, 50 by 9, 6 out, and 60 by 9, 6 in, 49 by 9, 7 out, and 59 by 9, 7 in, North McGregor and Spencer, 216.30 m.; 50 by 9, 8 out, and 60 by 9, 6 in, thence to Southern, 25.90 m.; r. p. o. 40 by 9, 6 out, and 50 by 9, 6 in, Spencer, Iowa, and Canton, S. Dak., 77.80 m.; not authorized apt., 31 by 9, 6 t. a. w., Calmar and Jackson, Junction, 11.80 m.; c. p. 6 t. a. w., North McGregor and Beryl, 8.68 m.; none thence to Calmar, 33.40 m.; 7 out, thence to Jackson, Junction, 11.80 m.; none thence to Southern, Iowa, 188.60 m.; and 7 t. e. w., thence to Canton, S. Dak., 62.16 m.; land grant, Calmar to Sheldon, Iowa, 210.70 m.; r. p. o. car pay \$18.556 per annum, being \$80 per mile for 216.50 m., and \$40 per mile for 25.90 m. apt. 60 by 9, 6 t. a. w., Conover and Decorah, 9 m.; c. p. 13 out, 12 in, Conover and Decorah, 9.38 m.	9	49.24 61.56	4,376.27
143025	North McGregor, Iowa, Canton, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	83.88 210.70	6,165	28.08	r. p. o. authorized, 11.50 ft., over route; cars run, 49 by 9, 7 out, and 60 by 9, 7 in, Marion and U. P. Transfer (n. o.), 261.74 m.; c. p. 7 out, Marion to Elberon, 38.45 m., and 7 out, Madrid to Bayard, Iowa, 40.70 m.; r. p. o. car pay \$10.469.69 per annum, being \$40 per mile on 261.74 m. Route restated, part covered by 135084. r. p. o. authorized, 21.50 ft. and 11.60 ft., Missouri Valley and California; 11.50 ft. and 11.60 ft., California and Sioux City, Iowa; cars run, 50 by 9, 14 t. a. w., and 60 by 9, 7 t. a. w., Missouri Valley and California, 5.90 m.; and 50 by 9, and 60 by 9, each, 7 t. a. w., thence to Sioux City, Iowa, 70 m.; apt. 30 by 9, 7 t. a. w., and 24 by 9, 3 t. a. w., Onawa and Sergeant's Bluff, 29.80 m.; 30 by 9, 7 t. a. w., 24 by 9, 6 t. a. w., and 22 by 9, 6 t. a. w., thence to Sioux City, 7.40 m.; c. p. 6 t. a. w., Missouri Valley and California, 6.18 m.; none thence to Sergeant's Bluff, 62.60 m.; and 6 t. a. w., thence to Sioux City, 7.93 m.; r. p. o. car pay, \$7.867 per annum, being \$30 per mile for 5.90 m., and \$90 per mile for 70 m. apt. 30 by 9, 13 t. a. w., Des Moines and Jewell, 59.30 m.; c. p. 27 out, 28 in, Des Moines and Ames, 37 m.; and 7 t. a. w., thence to Jewell, 22.34 m.	13.46	182.97 146.57	46,196.82
143026	Conover, Decorah....	Chicago, Milwaukee and St. Paul Rwy. Co.	9.38	3,599	19.80	apt. 30 by 9 and 15 by 7, each 6 t. a. w., Davenport and Eldridge, 10.64 m.; 29 by 9, 6 t. a. w., thence to Monticello, 58.26 m., and 31 by 9, 6 t. a. w., thence to Jackson, Junction, 84.60 m.; c. p. 12 t. a. w., Davenport and Eldridge, 10.87 m.; 6 t. a. w., thence to Monticello, 58.26 m.; none thence to Arlington, 49.13 m.; 13 in, thence to Hawkeye, 21.42 m., and 6 out, 13 in, thence to Jackson, Junction, 14.16 m. r. p. o. authorized, 11.50 ft., over route; cars run, 49 by 9, 7 out, and 60 by 9, 7 in, Marion and U. P. Transfer (n. o.), 261.74 m.; c. p. 7 out, Marion to Elberon, 38.45 m., and 7 out, Madrid to Bayard, Iowa, 40.70 m.; r. p. o. car pay, \$10.469.69 per annum, being \$40 per mile on 261.74 m. Route restated, part covered by 135084.	18.50	150.48	1,411.50
143027	Davenport, Jackson Junction.	Chicago, Milwaukee and St. Paul Rwy. Co.	153.94	1,406	26.50	apt. 30 by 9 and 15 by 7, each 6 t. a. w., Davenport and Eldridge, 10.64 m.; 29 by 9, 6 t. a. w., thence to Monticello, 58.26 m., and 31 by 9, 6 t. a. w., thence to Jackson, Junction, 84.60 m.; c. p. 12 t. a. w., Davenport and Eldridge, 10.87 m.; 6 t. a. w., thence to Monticello, 58.26 m.; none thence to Arlington, 49.13 m.; 13 in, thence to Hawkeye, 21.42 m., and 6 out, 13 in, thence to Jackson, Junction, 14.16 m. r. p. o. authorized, 11.50 ft., over route; cars run, 49 by 9, 7 out, and 60 by 9, 7 in, Marion and U. P. Transfer (n. o.), 261.74 m.; c. p. 7 out, Marion to Elberon, 38.45 m., and 7 out, Madrid to Bayard, Iowa, 40.70 m.; r. p. o. car pay, \$10.469.69 per annum, being \$40 per mile on 261.74 m. Route restated, part covered by 135084.	11.30	102.60	15,783.98
143028	Marion, U. P. Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	261.88	5,919	32.16	apt. 30 by 9 and 15 by 7, each 6 t. a. w., Davenport and Eldridge, 10.64 m.; 29 by 9, 6 t. a. w., thence to Monticello, 58.26 m., and 31 by 9, 6 t. a. w., thence to Jackson, Junction, 84.60 m.; c. p. 12 t. a. w., Davenport and Eldridge, 10.87 m.; 6 t. a. w., thence to Monticello, 58.26 m.; none thence to Arlington, 49.13 m.; 13 in, thence to Hawkeye, 21.42 m., and 6 out, 13 in, thence to Jackson, Junction, 14.16 m. r. p. o. authorized, 11.50 ft., over route; cars run, 49 by 9, 7 out, and 60 by 9, 7 in, Marion and U. P. Transfer (n. o.), 261.74 m.; c. p. 7 out, Marion to Elberon, 38.45 m., and 7 out, Madrid to Bayard, Iowa, 40.70 m.; r. p. o. car pay, \$10.469.69 per annum, being \$40 per mile on 261.74 m. Route restated, part covered by 135084.	15.05	180.41	47,245.77
143029	Missouri Valley, Sioux City.	Chicago and North-western Rwy. Co.	76.71	22,211	32.41	r. p. o. authorized, 21.50 ft. and 11.60 ft., Missouri Valley and California; 11.50 ft. and 11.60 ft., California and Sioux City, Iowa; cars run, 50 by 9, 14 t. a. w., and 60 by 9, 7 t. a. w., Missouri Valley and California, 5.90 m.; and 50 by 9, and 60 by 9, each, 7 t. a. w., thence to Sioux City, Iowa, 70 m.; apt. 30 by 9, 7 t. a. w., and 24 by 9, 3 t. a. w., Onawa and Sergeant's Bluff, 29.80 m.; 30 by 9, 7 t. a. w., 24 by 9, 6 t. a. w., and 22 by 9, 6 t. a. w., thence to Sioux City, 7.40 m.; c. p. 6 t. a. w., Missouri Valley and California, 6.18 m.; none thence to Sergeant's Bluff, 62.60 m.; and 6 t. a. w., thence to Sioux City, 7.93 m.; r. p. o. car pay, \$7.867 per annum, being \$30 per mile for 5.90 m., and \$90 per mile for 70 m. apt. 30 by 9, 13 t. a. w., Des Moines and Jewell, 59.30 m.; c. p. 27 out, 28 in, Des Moines and Ames, 37 m.; and 7 t. a. w., thence to Jewell, 22.34 m.	28.78	384.82	57,213.24
143030	Des Moines, Jewell....	Chicago, Rock Island and Pacific Rwy. Co.	59.34	12,116	25.42	apt. 22 by 9, 6 t. a. w., 26 by 9, 13 out, 7 in, and 25 by 9, 6 in, Des Moines and Angus, 37.92 m.; and 22 by 9, 6 t. a. w., thence to Ruthven, 99.59 m.; c. p. 6 out, 12 in, Des Moines and Tarr, 82.42 m.; and 6 in, thence to Ruthven, 55.30 m. no apt.; c. p. 12 t. a. w., Grinnell and Montezuma, 17.56 m.....	32.47	246.24	14,611.88
143031	Des Moines, Ruthven.	Chicago, Rock Island and Pacific Rwy. Co.	137.72	2,185	25.86	apt. 22 by 9, 6 t. a. w., 26 by 9, 13 out, 7 in, and 25 by 9, 6 in, Des Moines and Angus, 37.92 m.; and 22 by 9, 6 t. a. w., thence to Ruthven, 99.59 m.; c. p. 6 out, 12 in, Des Moines and Tarr, 82.42 m.; and 6 in, thence to Ruthven, 55.30 m. no apt.; c. p. 12 t. a. w., Grinnell and Montezuma, 17.56 m.....	16.17	129.96	17,993.09
143032	Grinnell, Montezuma.	Iowa Central Rwy. Co.	17.56	327	14.00	no apt.; c. p. 12 t. a. w., Grinnell and Montezuma, 17.56 m.....	12.00	51.80	900.82

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
	IOWA—continued.		Miles.	Pounds.						
143033	Albia, Des Moines...	Chicago, Burlington and Quincy Rwy. Co.	67.96	2,131	48.94	apt. 24 by 9, 6 t. a. w., and 27 by 9, 6 t. a. w., Albia and Des Moines, 67.96 m.; c. p. 1 out, 8 in. Albia and Des Moines, 67.96 m.	16.50	129.96	Dollars.	8,884.68
143034	Elkpoint, S. Dak. and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	70.60	1,966	22.90	apt. 29 by 9, 6 t. a. w., Elkpoint and Sioux Falls, 70.60 m.; c. p. 6 in. Hudson and Canton, 15.10 m.; and 6 out, 12 in, thence to Sioux Falls, 20.80 m.	10.17	125.69		8,873.71
143035	Winfield, Washington.	Chicago, Burlington and Quincy Rwy. Co.	19.39	171	18.50	no apt.; c. p. 6 t. a. w., Winfield and Washington, 19.39 m.; route re-stated, part covered by 143032.	6.00	42.75		828.92
143036	Newton, Monroe.....	Chicago, Rock Island and Pacific Rwy. Co.	17.39	57	17.50	no apt.; c. p. 12 t. a. w., Newton and Monroe, 17.39 m.....	12.00	42.75		743.42
143037	Belmond, Algona....	Iowa Central Rwy. Co.	38.28	214	19.81	apt. 17 by 9, 6 t. a. w., Belmond and Algona, 38.28 m.	9.00	43.61		1,669.39
143038	Maple River, Onawa...	Chicago and Northwestern Rwy. Co.	81.25	2,233	29.07	apt. 22 by 9, 6 t. a. w., Maple River and Cammarvon, 13 m.; 30 by 9, 7 t. a. w., 22 by 9, 6 out, 12 in, and 24 by 9, 6 out, thence to Wall Lake, 8.70 m.; 30 by 9, 7 t. a. w., 24 by 9, 6 out, and 22 by 9, 6 in, thence to Onawa, 64.10 m.; c. p. 6 t. a. w., Maple River and Wall Lake, 16.79 m.	13.32	130.82		10,629.12
143039	Turkey River, West Union.	Chicago, Milwaukee and St. Paul Rwy. Co.	58.18	296	16.29	apt. 15 by 9, 6 t. a. w., Turkey River and West Union, 57.60 m.....	6.00	49.59		2,885.14
143040	Waukon Junction, Waukon.	.....do.....	23.05	558	25.55	no apt.; c. p. 12 t. a. w., Waukon Junction and Waukon, 23.05 m.....	12.00	65.84		1,517.61
143041	Creston, Cumberland.	Chicago, Burlington and Quincy Rwy. Co.	48.19	824	12.07	apt. 12 by 7, 6 t. a. w., Creston and Cumberland, 47.96 m.; c. p. 6 t. a. w., Creston and Cumberland, 48.19 m.	12.00	77.81		3,749.66
143042	Chariton, Indianola...	.....do.....	33.45	701	18.64	apt. 11 by 9, 12 t. a. w., Chariton and Indianola, 33.16 m.....	12.00	72.68		2,431.14
143043	Wall Lake, Mondamin	Chicago and Northwestern Rwy. Co.	71.71	384	28.66	apt. 12 by 7, 6 t. a. w., Wall Lake and Mondamin, 71.40 m.; c. p. 6 t. a. w., Wall Lake and Kiron, 16.77 m.	7.40	55.58		3,985.64
143044	Atlantic, Audubon...	Chicago, Rock Island and Pacific Rwy. Co.	25.47	799	19.17	no apt.; c. p. 13 t. a. w., Atlantic and Audubon, 25.47 m.....	13.00	76.10		1,938.26
143045	Harlan, Carson.....	.....do.....	31.57	408	31	no apt.; c. p. 18 t. a. w., Harlan and Avoca, 13.76 m., and 12 t. a. w., thence to Carson, 17.81 m.	14.61	57.29		1,808.64

143046	Des Moines, Spirit Lake.	Chicago, Milwaukee and St. Paul Rwy. Co.	179.41	1,863	27.06	1,863	27.06	10.95	100.89	19,107.67
143047	Marion, Iowa, Kansas City, Mo.	.....do.....	303.58	8,581	26.80	8,581	26.80	13.27	150.48	45,882.71
143048	Ives, Iowa Junction (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	21.65	310	13.90	310	13.90	19.58	50.45	1,092.24
143049	Belle Plaine, Mucha- kinnot.	Chicago and North- western Rwy. Co.	64.54	601	28.28	601	28.28	6.59	68.40	4,414.53
143050	Wall Lake, Sergeant Bluff.	.....do.....	100.19	1,225	25.64	1,225	25.64	12.00	94.91	9,509.03
143051	Sumner, Clarion.....	Chicago Great West- ern Rwy. Co.	91.94	916	24.84	916	24.84	14.00	81.23	7,468.28
143052	Eagle Grove, Elmore..	Chicago and North- western Rwy. Co.	66.60	1,498	22.16	1,498	22.16	17.33	108.02	7,060.93
143053	Bellevue, Cascade....	Chicago, Milwaukee and St. Paul Rwy. Co.	36.22	623	12.83	623	12.83	12.00	69.26	2,508.59
143054	Atlantic, Griswold....	Chicago, Rock Island and Pacific Rwy. Co.	14.89	387	20.00	387	20.00	12.00	53.87	802.12
143055	Griswold, Iowa, Ne- braska City, Nebr.	Chicago, Burlington and Quincy Rwy. Co.	63.66 7.25	1,794	24.38	1,794	24.38	14.10 17.96	116.28 17.96	7,532.51
143056	Wilson Junction (n. o.), Cedar Falls.	Chicago Great West- ern Rwy. Co.	7.42	224	17.75	224	17.75	21.00	44.46	329.89
143057	Dows, Estherville.....	Chicago, Rock Island and Pacific Rwy. Co.	110.33	671	15.73	671	15.73	9.33	70.97	7,880.12
143058	Carson, Sidney.....	Chicago, Burlington and Quincy Rwy. Co.	38.36	261	27.81	261	27.81	8.55	47.08	1,904.07
143059	Menlo, Guthrie Cen- ter.	Chicago, Rock Island and Pacific Rwy. Co.	14.89	495	15.00	495	15.00	18.00	63.27	942.09
143060	Moberly, Mo., Des Moines, Iowa.	Wabash R. R. Co.....	191.89	8,090	28.85	8,090	28.85	14.00	208.49	39,047.69
143062	Mount Zion, Keosau- quia.	Chicago, Rock Island and Pacific Rwy. Co.	5.12	321	18.00	321	18.00	18.00	51.90	292.65

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trip per week.	Pay per mile per annum for train-portion.	Dollars.	Annual rate of pay for transportation.
			Miles.	Pounds.						
149063	Iowa—continued. Clinton, Iowa, Rock Island, Ill.	Davenport, Rock Island and Northwestern Rwy. Co.	37.80	8,243	35.20	apt. 41 by 9, 6 out and 44 by 9, 6 in, Clinton and Davenport, 34.95 m.; and 12 by 7 and 21 by 9, each 6 t. a. w.; thence to Rock Island, 2.85 m.; c. p. 14 t. a. w., Clinton and Davenport, 34.95 m., and 6 out, thence to Rock Island, 2.85 m.	19.62	145.35	5,494.23	
149064	{Fort Madison, Ottumwa.	{Chicago, Burlington and Quincy Rwy. Co.	54.73 15.27	388	14.59	(apt. 15 by 9, 6 t. a. w., Fort Madison and Ottumwa, 69.62 m.; land grant, C., B. and Q. Junction (n. o.) and Ottumwa, 15.27 m. Lap service, C., B. and Q. Junction (n. o.) and Ottumwa, 15.27 m., over route 149065.	6.00	55.58 4.27	8,107.09	
149065	Muscatine, Montezuma.	Chicago, Rock Island and Pacific Rwy. Co.	87.73	928	25.25	apt. 18 by 9, 6 t. a. w., Muscatine and Montezuma, 87.56 m.; c. p. 6 t. a. w., Nichols and Iowa Junction, 11.90 m., and 18 t. a. w., thence to Riverside, 2.39 m.	7.30	82.08	7,200.87	
149066	Jewell, Carnarvon....	Chicago and Northwestern Rwy. Co.	73.66	3,791	26.47	apt. 24 by 9, 6 out, and 22 by 9, 6 in, and 30 by 9, 7 t. a. w., Jewell and Carnarvon, 73.50 m.	13.00	153.05	11,273.66	
149067	Vanwert, Shenandoah.	Chicago, Burlington and Quincy Rwy. Co.	97.57	991	23.22	apt. 19 by 9, 6 out, and 18 by 9, 6 in, Vanwert and Shenandoah, 96.62 m.; c. p. 6 out, Vanwert to Tingley 26.05 m.	6.80	84.65	8,259.80	
149068	Newburg, State Center.	Iowa Central Rwy. Co.	26.98	91	13.30	no apt.; c. p. 6 t. a. w., Newburg and State Center, 26.98 m.	6.00	42.75	1,151.25	
149069	Des Moines, Oelwein.	Chicago Great Western Rwy. Co.	132.22	3,901	29.39	apt. 20 by 9, 6 t. a. w., Des Moines and Oelwein, 132.10 m.; c. p. 14 t. a. w., Des Moines and Oelwein, 132.32 m.	20.00	154.76	20,477.84	
149070	Tama, Hawarden	Chicago and Northwestern Rwy. Co.	243.36	4,687	26.10	r. p. o. authorized, 1.1 46 ft. over route; cars run, 50 by 10, 7 out, and 51 by 10, 7 in, Tama and Eagle Grove, 98.20 m.; 50 by 10, 6 out, and 51 by 10, 6 in, thence to Hawarden, 145 m.; apt. 22 by 9, 6 out, and 20 by 9, 6 in, Tama and Hawarden, 242.20 m.; c. p. 6 t. a. w., Jewell and Eagle Grove, 29.40 m., and 7 out, Alton to Hawarden, 26.46 m.; r. p. o. car pay, \$6.080 per annum, being \$25 per m. for 243.20 m.	13.49	165.87	40,866.12	
149071	Carroll, Hazlan.....	Chicago and Northwestern Rwy. Co.	41.54	764	17.03	no apt.; c. p. 13 t. a. w., Carroll and Manning, 17.30 m., and 12 t. a. w., thence to Hazlan, 24.24 m. Route restated, covers 149071.	12.43	75.24	3,126.46	
149072	Clinton, Elmira (n. o.).	Chicago, Rock Island and Pacific Rwy. Co.	69.77	443	18.79	apt. 12 by 9, 6 t. a. w., Clinton and Elmira (n. o.), 69.27 m.	6.00	59.88	4,176.78	
149073	Pacific Junction, Iowa, Plattsmouth, Nebr.	Chicago, Burlington and Quincy Rwy. Co.	8.30 1.97	35,661 1,97	34.40	(r. p. o. authorized 1.1 60 ft. over route; cars run, 40 by 9, 7 t. a. w., Pacific Junction, Iowa, and Plattsmouth, Nebr., 4.80 m.; apt. 28 by 9, 7 t. a. w., Pacific Junction, Iowa, and Plattsmouth, Nebr., 4.80 m.; c. p. 14 t. a. w., Pacific Junction, Iowa, and Plattsmouth, Nebr., 5.27 m.; land grant, Pacific Junction and East Plattsmouth (n. o.), 3.30 m.; r. p. o. car pay, \$240 per annum, being \$50 per m. for 4.80 m.)	98.00	386.77 408.46	2,297.90	

143074	Vacant.	Crooked Creek Rail- road and Coal Co.	16.74	120	12.78	no apt.; c. p. 6 t. a. w., Webster City and Lehigh, 16.74 m.	6.00	42.76	715.63
143075	Des Moines, Winter- est. Iowa, Omaha, Nebr.	Chicago, Rock Island and Pacific Rwy. Co. Illinois Central R. R. Co.	42.88	1,287	23.44	apt. 17 by 9, 12 t. a. w., Des Moines and Winterset, 42.12 m.; c. p. 6 t. a. w., Summerset Junction and Winterset, 27.04 m. apt. 24 by 9, 6 t. a. w., Tara and Council Bluffs, 130.70 m.; c. p. 21 t. a. w., Tara and Yetter, 30.94 m.; 14 out, 21 in, thence to Council Bluffs, 99.80 m. and 14 t. a. w., thence to Omaha, 7.10 m. apt. 17 by 9, 6 t. a. w., Hampton and Belmond, 22.23 m.; c. p. 6 out, Hampton to Belmond, 22.80 m. apt. 15 by 9, 6 t. a. w., Marshalltown and Story City, 38.80 m.; c. p. 6 t. a. w., Marshalltown and Story City, 39.46 m. no apt.; c. p. 13 t. a. w., Manning and Audubon, 17.82 m.	15.78	94.91	4,069.74
143076	Des Moines, Winter- est. Iowa, Omaha, Nebr.	Chicago, Rock Island and Pacific Rwy. Co. Illinois Central R. R. Co.	137.84	1,619	33.50	apt. 17 by 9, 12 t. a. w., Des Moines and Boone, 42.20 m.; c. p. 19 out, 13 in, Des Moines and Madrid, 27.80 m. apt. 8 by 6, 6 t. a. w., Burlington and Oskaloosa, 104.57 m. Lap serv- ice, Burlington and Melphol, 15.40 m., over route 143001. Route restated; covers part of 143035. apt. 12 by 7, 6 t. a. w., Clarinda and Corning, 45.45 m. Route restated; covers 145046. apt. 16 by 9, 6 t. a. w., Des Moines and Vanwert, 70.78 m. t. a. w., Des Moines and Vanwert, 70.78 m. apt. 13 by 9, Worthington and Hardwick, Minn., 35.05 m.; c. p. 12 t. a. w., Lakepark, Iowa, and Worthington, Minn., 19.44 m. Route restated; covers 141079. no apt.; c. p. 3 out, 24 in, East Dubuque, Ill., and Dubuque, Iowa, 1.86 m. apt. 22 by 9, 6 out, and 21 by 9, 6 in, Stacyville Junction and Stacyville, 7.73 m.; c. p. 6 out, Stacyville Junction and Stacyville, 8.01 m. no apt.; c. p. 12 t. a. w., Eldora Junction (n. o.) and Alden, 27.19 m.	23.79	111.15	15,320.91
143077	Hampton, Belmond ..	Iowa Central Rwy. Co.	22.83	387	19.31	no apt.; c. p. 12 t. a. w., Wilton Junction and Muscatine, 13.22 m.	12.00	80.71	802.58
143078	Marshalltown, Story City	do	39.46	397	19.77	no apt.; c. p. 12 out, 6 in, New Sharon and Newton, 29.51 m. Route restated; part covered by 143117. apt. 9 by 6, 6 t. a. w., Mount Pleasant and Keokuk, 49.19 m.	9.00	49.59	1,463.40
143080	Manning, Audubon ..	Chicago and North- western Rwy. Co.	17.82	375	17.63	no apt.; c. p. 12 t. a. w., Centerville and Albia, 26.94 m.	6.00	46.82	2,229.29
143081	Des Moines, Boone ...	Chicago, Milwaukee and St. Paul Rwy. Co.	42.95	1,374	26.08	no apt.; c. p. 12 t. a. w., Waverly Junction and Waverly, 5.99 m.	12.00	42.75	1,108.93
143082	Burlington, Oskaloosa.	Chicago, Burlington and Quincy Rwy. Co.	15.40	885	21.74	no apt.; c. p. 6 t. a. w., Garner and Tionka, 27.45 m.	6.00	42.75	1,173.48
143083	Clarinda, Iowa, Corn- ing, Mo.	Chicago, Burlington and Quincy Rwy. Co.	45.53	644	21.77	apt. 13 by 9, 6 out, 15 by 9, 6 in, and 25 by 9, 7 t. a. w., thence to Fort Dodge, 29.26 m.; c. p. 6 out, Mason City and Clarion, 44.24 m., and 13 t. a. w., thence to Fort Dodge, 29.32 m. apt. 29 by 9, 7 t. a. w., and 29 by 9, 6 out, and 27 by 9, 6 in, Sioux City and Manilla, 90.30 m.	16.77	64.98	4,792.92
143084	Des Moines, Iowa, Lakepark, Iowa, Hardwick, Minn.	do	112.12	1,473	25.21	no apt.; c. p. 6 t. a. w., Mason City and Clarion, 43.63 m.; 13 by 9, 6 out, 15 by 9, 6 in, and 25 by 9, 7 t. a. w., thence to Fort Dodge, 29.26 m.; c. p. 6 out, Mason City and Clarion, 44.24 m., and 13 t. a. w., thence to Fort Dodge, 29.32 m. apt. 29 by 9, 7 t. a. w., and 29 by 9, 6 out, and 27 by 9, 6 in, Sioux City and Manilla, 90.30 m.	13.00	159.89	14,503.62
143085	East Dubuque, Ill., Dubuque, Iowa, Stacyville Junction (n. o.), Stacyville, Eldora Junction (n. o.), Alden.	Chicago, Rock Island and Pacific Rwy. Co.	54.57	183	18.59				
143086	East Dubuque, Ill., Dubuque, Iowa, Stacyville Junction (n. o.), Stacyville, Eldora Junction (n. o.), Alden.	Chicago, Burlington and Quincy Rwy. Co. Illinois Central R. R. Co.	1.85	1,463	.....			
143087	Stacyville Junction (n. o.), Stacyville, Eldora Junction (n. o.), Alden.	Chicago, Burlington and Quincy Rwy. Co. Illinois Central R. R. Co.	8.01	265	26.00				
143088	Vacant.	Chicago and North- western Rwy. Co.	27.19	210	16.06				
143089	Wilton Junction, Mus- catine.	Chicago, Rock Island and Pacific Rwy. Co.	13.22	456	26.00				
143090	New Sharon, Newton.	Iowa Central Rwy. Co.	29.51	303	15.10				
143091	Mount Pleasant, Keo- kuk.	Chicago, Burlington and Quincy Rwy. Co.	49.19	242	12.35				
143092	Centerville, Albia....	Iowa Central Rwy. Co.	25.94	56	14.08				
143093	Waverly Junction, Waverly.	Chicago, Rock Island and Pacific Rwy. Co.	5.99	117	22.80				
143094	Garner, Tionka.....	do	27.45	208	13.75				
143095	Vacant.	Chicago Great West- ern Rwy. Co.	73.76	535	25.61				
143096	Mason City, Fort Dodge.	do	90.71	4,266	24.83				
143097	Sioux City, Manilla ..	Chicago, Milwaukee and St. Paul Rwy. Co.							

143118	Ottumwa, Moulton...	Wabash R. R. Co.....	35.22	697	27.00	apt. 19 by 9, 7 t. a. w., Ottumwa and Moulton, 35.22 m.; c. p. 7 t. a. w., Ottumwa and Moulton, 35.22 m.; formerly part of route 145007.	14.00	71.82	2,523.50
143119	Vacant.	Chicago, Rock Island and Pacific Rwy. Co.	45.12	115	21.00	no apt.; c. p. 6 t. a. w., Albert Lea and Germania, 45.12 m.; formerly covered by 141095.	6.00	42.75	1,928.88
143120	Albert Lea, Minn.								
143121	Vacant.	Des Moines, Iowa	51.68	33	11.73	no apt.; c. p. 6 t. a. w., Iowa Falls and Cambridge, 51.68 m.....	6.00	42.75	2,209.32
143122	Iowa Falls, Cam- bridge.	Falls and Northern Rwy. Co.							
MISSOURI.									
145001	St. Louis, Kansas City.	Missouri Pacific Rwy. Co.	{ 36.80 } { 246.84 }	112,416	30.95	p. o. authorized, 31.40 ft., 1.50 ft., and 81.60 ft., St. Louis and Tower Grove (n. o.); 11.40 ft., 1.50 ft., and 51.60 ft., thence to Pleasant-hill; 21.40 ft., 1.50 ft., and 51.60 ft., thence to Kansas City, Mo.; cars run, 60 by 9, 56 t. a. w.; 50 by 9, 21 t. a. w., and 40 by 9, 7 t. a. w.; St. Louis and Tower Grove (n. o.), 3.05 m.; 60 by 9, 35 t. a. w.; 50 by 9, 7 t. a. w., and 40 by 9, 7 t. a. w., thence to Pleasant-hill, 244.99 m.; 60 by 9, 35 t. a. w.; 50 by 9, 7 t. a. w., and 40 by 9, 7 t. a. w., thence to Kansas City, 34.60 m.; apt. 22 by 9, 6 t. a. w., and 20 by 9, 7 t. a. w.; St. Louis and Tower Grove (n. o.), 3.05 m.; 22 by 9, 6 t. a. w., thence to Washington, 30.89 m.; none thence to Jefferson City, 70.50 m.; 18 by 9, 7 t. a. w., thence to Cole Junction, 4.10 m.; none thence to Pleasant-hill, 119.50 m.; 23 by 9, 7 t. a. w., thence to Independence, 24.30 m.; 23 by 9, 7 t. a. w.; 26 by 9, 7 t. a. w., and 30 by 9, 14 t. a. w., thence to Kansas City, 10.30 m.; c. p. 39 out, 25 in, St. Louis and Tower Grove (n. o.), 3.05 m.; 32 out, 18 in, thence to Lake Junction, 4.96 m.; 2 out, 6 in, thence to Kirkwood, 6.04 m.; 14 out, thence to Barretts, 3 m.; 7 out, thence to Washington, 37.90 m.; 7 t. a. w., thence to Jefferson City, 70.50 m.; 7 out, 14 in, thence to Cole Junction, 4.10 m.; 7 out, 14 in, thence to Pleasant-hill, 119.50 m.; 14 out, 21 in, thence to Independence, 24.30 m.; and 14 t. a. w., thence to Kansas City, 10.30 m.; land grant St. Louis to Pacific, Mo., 36.80 m.; route restated; part covered by 145098; r. p. o. car pay per annum, \$90,506.60, being \$315 per m. for 3.05 m., \$315 per m. for 244.99 m., and \$340 per m. for 34.60 m.	34.98 { 1,064.72 } { 1,318.41 }	382,931.60	
145002	Vacant.								
145003	St. Louis, Seneca.....	{ St. Louis and San Francisco R. R. Co.	{ 34.23 } { 298.45 }	31,335	28.53	p. o. authorized, 11.50 ft., and 11.60 ft., St. Louis to Monett, Mo.; cars run, 60 by 9, 14 t. a. w., St. Louis and Monett, 283.96 m.; apt. 50 by 9, 7 t. a. w., St. Louis and Nichols, 243.45 m.; 50 by 9, 7 t. a. w., and 23 by 9, 7 t. a. w., thence to Monett, 40.51 m.; 50 by 9, 7 t. a. w., 23 by 9, 7 t. a. w., and 31 by 9, 7 t. a. w., and 30 by 9, 14 t. a. w., thence to Pierce City, 5 m.; 50 by 9, 7 t. a. w., and 31 by 9, 7 t. a. w., thence to Seneca, 38.49 m.; c. p. 19 out, 12 in, St. Louis and Old Orchard, 8.70 m.; 13 out, 6 in, thence to Meramec Highlands, 6.10 m.; 7 out, thence to Nichols, 23.65 m.; and 7 t. a. w., thence to Monett, 40.51 m.; land grant; Pacific to Seneca, Mo., 23.45 m.; r. p. o. car pay per annum \$25,556.40, being \$90 per m. for 283.96 m.	25.13 { 452.80 } { 361.84 }	121,704.87	

H — Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
145004	MISSOURI—continued. St. Louis, Kansas City.	Wabash R. R. Co.....	Miles. 276.71	Pounds. 41,353	32.87	r. p. o. authorized, 21.50 ft., and 11.60 ft., St. Louis to Moberly; 11.40 ft., 21.50 ft., and 11.60 ft., thence to Brunswick, and 11.40 ft., 11.50 ft., and 11.60 ft., thence to Kansas City; cars run, 60 by 9, 14 t. a. w., and 65 by 9, 7 t. a. w., St. Louis and Moberly, 148.11 m.; 60 by 9, 14 t. a. w., and 65 by 9, 14 t. a. w., thence to Brunswick, 38.91 m.; 60 by 9, 14 t. a. w., and 65 by 9, 7 t. a. w., thence to Kansas City, 89.69 m.; apt. 21 by 9, 6 t. a. w., St. Louis and Moberly, 148.11 m.; c. p. 14 out, 19 in, St. Louis and Ferguson, 12.41 m.; 14 out, 7 in, thence to Moberly, 135.70 m.; 14 t. a. w., thence to Camden, 92.87 m.; and 7 out, 14 in, thence to Kansas City, 35.73 m.; t. p. o. car pay per annum \$85,599.70, being \$130 per m. for 148.11 m., \$155 per m. for 38.91 m., and \$115 per m. for 89.69 m.	87.14	Dollars. 569.17	Dollars. 154,727.92
145005	(Quincy, Ill., St. Joseph, Mo.	Chicago, Burlington and Quincy Ry. Co.	{ 14.73 } { 191.50 }	16,627	27.04	(t. p. o. authorized, 21.50 ft., Quincy, Ill., and Cameron, Mo., cars run 60 by 9, 14 t. a. w., Quincy and Cameron, 170.92 m.; apt. 22 by 9, 7 out, 30 by 9, 6 in, and 15 by 9, 6 t. a. w., Quincy and Palmyra, 14.73 m.; 22 by 9, 7 out, 30 by 9, 7 in, and 15 by 9, 6 t. a. w., thence to Brookfield, 89.32 m.; 22 by 9, 7 out, 30 by 9, 7 in, thence to Cameron, 66.87 m.; 22 by 9, 7 out, 30 by 9, 7 in, and 40 by 9, 7 t. a. w., thence to St. Joseph, 33.31 m.; c. p. 7 out, Quincy to Palmyra, 14.73 m.; 8 out, 7 in, thence to Brookfield, 89.32 m.; 15 out, 13 in, thence to Cameron, 66.87 m., and 39 out, 14 in, thence to St. Joseph, 33.31 m. Land grant, Palmyra Junction (n. o.) and St. Joseph, Mo., 191.50 m.; t. p. o. car pay per annum, \$13,673.60, being \$80 per m. for 170.92 m. thence to Union Pacific Transfer (n. o.), cars run, 51 by 9, 7 t. a. w., 44 by 9, 7 t. a. w., and 40 by 9, 7 t. a. w., Kansas City and Napier, Mo., 97.82 m.; 44 by 9, 7 t. a. w., and 40 by 9, 7 t. a. w., thence to Union Pacific Transfer (n. o.), Iowa, 94.92 m.; apt. 27 by 9, 7 t. a. w., and 40 by 9, 7 t. a. w., Kansas City and St. Joseph, 63.19 m.; 25 by 9, 7 t. a. w., 27 by 9, 7 t. a. w., and 40 by 9, 7 t. a. w., and 30 by 9, 6 t. a. w., thence to Napier, 34.33 m.; 25 by 9, 7 t. a. w., and 30 by 9, 6 t. a. w., thence to Bigelow, 4.36 m.; 25 by 9, 7 t. a. w., and 12 by 7, 6 w.,	{ 38.74 } { 294.97 } { 235.98 }	{ 49,535.07 }	
145006	(Kansas City, Mo., Union Pacific Transfer (n. o.), Iowa.	.....do.....	{ 174.15 } { 18.29 }	23,571	27.35		{ 34.40 } { 389.36 } { 251.37 }	{ 68,921.59 }	

145007	Vacant.	Missouri Pacific Rwy. Co.	44.39	317	14.74	apt. 11 by 7, 12 t. a. w., Versailles and Tipton, 18.49 m., and 6 t. a. w., thence to Union Pacific Transfer (n. o.), 77.45 m.; c. p. 7 out, 14 in, Kansas City and St. Joseph, 63.19 m.; lap service, 14 m.; the junction to Union Pacific Transfer (n. o.), 18.29 m.; r. p. o. pay per annum, \$12.00, being \$75 per m. for 97.52 m., and \$80 per m. for 94.92 m.	8.49	50.45	2,289.47
145008	Versailles, Booneville.	Co.	22.12	886	23.32	no apt. c. p. 21 t. a. w., Centralia and Columbia, 22.12 m.	21.00	80.37	1,777.78
145009	Centralia, Columbia.	Wabash R. R. Co.	55.06	13,586	29.79	r. p. authorized, 21.50 ft. over route. Cars run, 60 by 9, 14 t. a. w., Kansas City and Cameron, 55.06 m.; no apt. c. p. 13 out, 50 in, Kansas City and Cameron, 55.06 m.; r. p. o. car pay per annum, \$4,380.60, being \$80 per m. for 54.87 m.	30.50	262.48	14,452.14
145011	Vacant.	Atchison, Topeka and Santa Fe Rwy. Co.	73.15	437	25.00	apt. 26 by 9, 7 t. a. w., 24 by 9 (av.), 7 t. a. w., and 27 by 9, 7 t. a. w., St. Joseph and Gower, 20.24 m., and 26 by 9, 7 t. a. w., thence to Henry, 32.72 m.	10.87	59.00	4,315.85
145012	St. Joseph, Henry.	Co.	224.04	13,176	27.74	r. p. o. authorized, 11.50 ft. over route. Cars run, 55 by 9, 7 t. a. w., Brunswick, Mo., and Union Pacific Transfer (n. o.), Iowa, 223.54 m.; apt. 30 by 9, 7 t. a. w., Brunswick and Union Pacific Transfer (n. o.), 223.54 m.; c. p. 7 in, Triplett to Brunswick, 7.79 m. Route restated, covers 145.03; r. p. o. car pay per annum, \$8,941.60, being \$40 per m. for 223.54 m.	14.12	258.21	57,849.36
145014	Hannibal, Sedalia.	Missouri, Kansas and Texas Rwy. Co.	144.07	2,648	28.47	apt. 17 by 9, 14 t. a. w., Hannibal and Franklin, 105.20 m., and 20 by 9, 7 t. a. w., thence to Sedalia, 38.39 m.	15.76	138.80	19,708.77
145015	Keokuk, Iowa, Vanwert, Iowa.	Chicago, Burlington and Quincy Rwy. Co.	148.48	1,379	24.83	apt. 17 by 9, 6 out, and 16 by 9, 6 in, Keokuk and Vanwert, 147.66 m.; c. p. 6 t. a. w., Keokuk and Duff, 82.32 m., and 6 out, 12 in, thence to Centerville, 7.23 m.	9.76	100.89	14,980.14
145016	(Atchison, Kans., St. Joseph, Mo.)	Missouri Pacific Rwy. Co.	{ 4.60 18.30 }	743	26.36	(no apt. c. p. 7 out, 14 in, Atchison and St. Joseph, 22.90 m.; lap service, Armour and St. Joseph, 18.30 m., over 145.06. Route restated.	10.50	74.39	482.91
145017	Memphis, Tenn., Fort Scott, Kans.	Co. St. Louis and San Francisco R. R. Co.	385.31	7,431	24.98	r. p. o. authorized, 11.40 ft., Memphis, Tenn., and Thayer, Mo., and 2 t. a. w., thence to Fort Scott, Kans.; cars run, 60 by 9, 7 t. a. w., and 53 by 9, 7 t. a. w., Memphis and Fort Scott, 385.31 m.; apt. 23 by 9, 7 t. a. w., and 25 by 9, 14 t. a. w., Springfield and Nichols, 3.72 m., 25 by 9, 14 t. a. w., thence to Ash Grove, 14.96 m., and 25 by 9, 7 t. a. w., thence to Fort Scott, 84.78 m.; c. p. 7 t. a. w., Memphis and Springfield, 281.90 m.; r. p. o. car pay per annum, \$15,663, being \$25 per m. for 144.10 m., and \$50 per m. for 341.21 m.	21.40	196.65	75,771.21
145018	Burlington, Iowa, St. Louis, Mo.	Chicago, Burlington and Quincy Rwy. Co.	219.12	20,799	31.22	r. p. o. authorized, 11.40 ft., 11.60 ft., and 11.60 ft. over route; cars run, 59 by 9, 7 t. a. w., and 54 by 9, 7 t. a. w., Burlington, Iowa, and St. Louis, Mo., 219.12 m.; apt. 44 by 9, 7 t. a. w., and 60 by 9, 7 t. a. w., Hannibal and St. Louis, 119.72 m.; c. p. 13 t. a. w., Burlington and Hannibal, 99.40 m.; 19 out, 21 in, thence to Louisiana, 25.50 m., and 13 out, 21 in, thence to St. Louis, 94.13 m.; r. p. o. car pay, \$15,338.40 per annum, being \$70 per m. for 219.12 m.	33.36	339.43	74,375.90
145019	Quincy, Ill., Pattonsburg, Mo.	Quincy, Omaha and Kansas City R. R. Co.	169.63	2,229	19.21	apt. 30 by 9, 13 by 8 (av.), 7 t. a. w., and 30 by 9, 7 t. a. w., Quincy and Pattonsburg, 169.30 m.	14.00	130.82	22,190.99
145020	Pierce City, Joplin.	St. Louis and San Francisco R. R. Co.	44.84	8,933	25.49	apt. 20 by 9, 14 t. a. w., and 23 by 9, 7 t. a. w., Pierce City and Carthage, 26.25 m.; 30 by 9, 14 t. a. w., 23 by 9, 7 t. a. w., and 25 by 9, 7 t. a. w., thence to Oranago, 9.61 m.; 30 by 9, 21 t. a. w., 23 by 9, 7 t. a. w., and 25 by 9, 7 t. a. w., thence to Joplin, 8.74 m.	25.22	212.90	9,546.43

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
145021	Missouri—continued. Mexico, Jefferson City.	Chicago and Alton Rwy. Co.	51.68	704	14.78	apt. 18 by 9, 6 t. a. w., Mexico and Jefferson City, 50.17 m.; c. p. 12 t. a. w., Mexico and Fulton, 24.42 m., and 6 out, thence to North Jefferson, 24.19 m. Route restated.	13.07	72.68	3,756.10
145022	Wann (n. o.), Ill., Kansas City, Mo.	.....do.....	301.62	4,383	28.89	apt. 31 by 9, 7 t. a. w., and 24 by 9, 7 out, Wann (n. o.) and Godfrey, 9.98 m.; c. p. 6 t. a. w., and 24 by 9, 7 t. a. w., thence to Kansas City, 291.64 m.; c. p. 6 t. a. w., Godfrey and Roadhouse, 40.03 m.; 7 t. a. w., thence to Slater, 156.89 m.; 14 t. a. w., thence to Marshall, 10.91 m., and 14 out, 7 in, thence to Kansas City, 84.81 m.	21.75	161.60	48,741.79
145023	Cuba, Salem	St. Louis and San Francisco R. Co.	40.48	402	12.31	apt. 12 by 7, 6 t. a. w., Cuba and Salem, 40.15 m.	6.00	56.43	2,284.28
145024	Rodella, Mo., Paola, Kans.	Missouri, Kansas and Texas Rwy. Co.	86.04	323	27.17	apt. 22 by 9, 6 t. a. w., Rodella and Paola, 86 m.	6.00	51.80	4,413.85
145025	Salisbury, Glasgow ...	Wabash R. R. Co.	15.21	136	21.86	no apt.; c. p. 13 out, 18 in, Salisbury and Glasgow, 15.21 m.	15.50	42.75	650.22
145026	Crystal City, Silica ...	St. Louis, Memphis & Southeastern R. R. Co.	8.26	73	.....	no apt.	6.50	42.75	189.56
145027	Cairo, Ill., Poplar bluff, Mo.	St. Louis, Iron Mountain and Southern Rwy. Co.	73.78	1,770	13.37	apt. 20 by 9, 7 t. a. w., Cairo and Poplar bluff, 73.62 m. Land grant.	7.00	94.39	6,964.09
145028	Vacant.								
145029	Hannibal, Gilmore ...	St. Louis and Hannibal Rwy. Co.	85.70	964	20.17	apt. 19 by 7, 6 t. a. w., and 16 by 7, 6 t. a. w., Hannibal and Gilmore, 85.60 m.; c. p. 6 t. a. w., Hannibal and Ralls Junction (n. o.), 12.90 m.	12.90	82.94	7,107.95
145030	Vacant.								
145031	Sainte Genevieve, St. Marys Junction (n. o.).	St. Louis, Memphis and Southeastern R. R. Co.	11.23	267	12.18	no apt.; c. p. 7 t. a. w., Sainte Genevieve and St. Marys, 9.06 m., and 13 t. a. w., thence to St. Marys Junction (n. o.), 2.18 m. Route restated, covers part of 145028.	8.16	47.03	628.14
145032	Atchison, Kans., Edgerton Junction, Mo.	Chicago, Rock Island and Pacific Rwy. Co.	30.07	263	17.61	apt. 16 by 9, 6 t. a. w., Atchison and Edgerton Junction, 29.50 m.; c. p. 12 out, 6 in, Atchison and Edgerton, 24.63 m.	12.54	47.03	1,414.19
145033	Independence, Sedalia.	Missouri Pacific Rwy. Co.	89.83	1,209	25.61	apt. 25 by 9, 7 t. a. w., and 30 by 9, 7 t. a. w., thence to Lexington, 1.33 m.; 26 by 9, 7 t. a. w., and 16 by 9, 7 t. a. w., thence to Sedalia, 55.28 m.	14.15	94.05	8,448.51
145034	Bismarck, Mo., Columbus, Ky.	St. Louis, Iron Mountain and Southern Rwy. Co.	121.48	1,570	20.66	apt. 20 by 9, 7 t. a. w., Bismarck and Columbus, 120.80 m.; c. p. 7 t. a. w., Bismarck and Derry, 74.01 m.	11.26	109.44	13,294.77

145033	Neelyville, Doniphan	.....do.....	20.16	480	12.00	50.00	1,189.44
145036	Leeper, Ellington	Misouri Southern R. R. Co.	29.19	85	12.64	42.76	1,247.87
145037	Charlton, Iowa, St. Joseph, Mo.	Chicago, Burlington and Quincy Rwy. Co.	143.60	4,079	26.24	157.32	22,591.15
145038	Springfield (main depot), Kansas City.	St. Louis and San Francisco R. R. Co.	190.94	1,298	24.30	97.47	18,610.92
145039	Columbia, McBaine	Misouri, Kansas and Texas Rwy. Co.	9.29	441	20.09	59.85	556.00
145040	Pleasanthill, Joplin	Misouri Pacific Rwy. Co.	138.73	7,572	27.11	198.36	26,526.68
145041	Linton, Kans., Carbon Center, Mo.	St. Louis and San Francisco R. R. Co.	24.41	197	16.13	42.76	1,043.52
145042	Sedalia, Warsaw	Sedalia, Warsaw and Southwestern Rwy. Co.	42.84	567	13.54	66.69	2,856.99
145043	Union Station, St. Louis, Mo., Granite, Ill.	St. Louis Merchants Bridge Terminal Rwy. Co.	9.40	51,388	25.40	606.04	6,260.77
145044	Vacant.						
145045	Cape Girardeau, Hunter.	St. Louis, Memphis and Southeastern R. R. Co.	92.55	710	17.11	72.68	6,726.53
145046	Vacant.						
145047	Jefferson City, Bag-	Missouri Pacific Rwy. Co.	45.34	547	12.36	65.84	2,965.18
145048	Allen, Jackson	St. Louis, Iron Mountain and Southern Rwy. Co.	16.66	477	16.23	62.42	1,089.91
145049	Mineral Point, Potosi.	.....do.....	3.96	240	11.07	21.00	45.82
145050	Palmyra Junction (n. o.), Hannibal.	Chicago, Burlington and Quincy Rwy. Co.	14.81	8,778	23.60	28.00	122.44
145051	C. & E. I. R. R. Incline, east bank Mississippi River, Malden.	St. Louis Southwestern Rwy. Co.	89.80	699	21.69	12.17	71.82
145052	Lilbourn, New Madrid.	.....do.....	5.72	298	8.95	14.00	48.74
145053	Springfield (main depot), Chadwick.	St. Louis and San Francisco R. R. Co.	83.24	622	10.88	69.26	2,802.20
145054	Vacant.						
145055	Ash Grove, Mo., Olathe, Kans.	Kansas City, Clinton and Springfield Rwy. Co.	155.47	1,046	26.54	87.21	13,558.53
145056							

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of routes.	State and termini.	Corporate title of company.	Length of route. Miles.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
								Dollars.	Dollars.
MISSOURI—continued.									
145067	Altamont, Rushville.	Chicago, Rock Island and Pacific Rwy. Co.	64.98	1,061	27.06	r. p. o. authorized, 1 l. 40 ft., Altamont and St. Joseph, Mo., cars run, 41 by 9, 6 out, and 50 by 9, 6 in, Altamont and St. Joseph, 49.20 m.; apt. 22 by 9, 7 t. a. w., Altamont and St. Joseph, 49.20 m.; c. p. 12 out, 6 in, St. Joseph and Rushville, 15.60 m.; r. p. o. car pay per annum, \$1,230, being \$25 per m. for 49.20 m.	12.01	88.92	5,773.57
145068	Nevada, Mo., Chetopa, Kans.	Missouri Pacific Rwy. Co.	76.61	2,646	25.51	apt. 20 by 9, 7 t. a. w., Nevada and Chetopa, 75.37 m.; c. p. 6 t. a. w., Cornell and Pittsburg, 5.40 m.	7.42	136.80	10,480.24
145069	Vacant.	Chicago, Rock Island and Pacific Rwy. Co.	54.42	1,875	29.79	no apt.; c. p. 14 t. a. w., Cameron and Kansas City, 54.42 m. Lap service over 145010.	14.00	19.66	1,069.89
145070	St. Louis, Belle.....	St. Louis, Kansas City and Colorado R. R. Co.	105.08	624	22.91	apt. 23 by 9, 7 t. a. w., St. Louis and Belle, 105 m. Route restated—covers 145061.	7	69.26	7,277.84
145083	Vacant.	Chicago, Burlington and Quincy Rwy. Co.	9.53	18,420	25.87	r. p. o. authorized, 1 l. 40 ft., over route; cars run, 51 by 9, 7 t. a. w., Napier, Mo., and Rulo, Nebr., 9.40 m.; apt. 27 by 8, 7 out, and 27 by 9, 7 in, and 40 by 9, 7 t. a. w., Napier and Rulo, 9.30 m.	21.00	313.78	2,930.32
145084	St. Joseph, Kansas City.	St. Joseph and Grand Island Rwy. Co.	{ 20.23 10.84 30.49 }	{ 2,718 10.84 30.49 }	{ 27.04 27.04 27.04 }	apt. 28 by 9, 7 t. a. w., and 27 by 8, 7 t. a. w., St. Joseph and Kansas City, 61.86 m.; lap service, St. Joseph and Gower, 20.23 m., over 145012; and Trumble and Kansas City, 30.49 m., over 145073. Route restated.	{ 14.00 14.00 14.00 }	{ 85.50 137.06 64.12 }	{ 5,176.90 5,176.90 5,176.12 }
145086	Willowsprings, Grandin.	St. Louis and San Francisco R. Co.	80.71	511	20.15	apt. 27 by 9, 6 t. a. w., Willowsprings and Grandin, 80.60 m.	6.00	64.12	5,175.12
145087	St. Joseph, Mo., Atchison, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	{ 15.70 5.64 }	{ 1,227 5.64 }	{ 24.35 13.60 }	apt. 27 by 8, 14 t. a. w., St. Joseph and Atchison, 20.80 m.; lap service, St. Joseph and Rushville, 13.70 m., over 145067; and Rushville and Atchison, 5.64 m., over 145082. Route restated.	{ 14.00 14.00 14.00 }	{ 43.61 58.99 58.99 }	{ 1,017.87 1,017.87 1,017.87 }
145088	W. C. and W. R. R. Depot, Chester, Ill., Perryville, Mo.	Chester, Perryville and St. Genevieve Rwy. Co.	18.75	504	13.60	no apt., c. p. 7 t. a. w., Chester, Ill., and Perryville, Mo., 15.75 m. Route restated, part covered by 145081.	7.00	64.12	1,202.25
145089	Cassville, Exeter.....	Cassville and West-Texas Rwy. Co.	4.68	318	13.89	no apt.; c. p. 14 out, 21 in, Cassville and Exeter, 4.68 m.	17.50	50.45	236.10
145070	Tower Grove Station (n. o.), Kirklwood Branch Connection (n. o.).	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.10	75,686	23.67	r. p. o. authorized, 2 l. 40 ft., and 3 l. 60 ft., over route; cars run, 60 by 9, 21 t. a. w., and 50 by 9, 14 t. a. w., Tower Grove Station (n. o.) and Kirklwood Branch Connection (n. o.), 7.10 m.; apt. 20 by 9, 7 t. a. w., Tower Grove Station and Kirklwood Branch Connection, (n. o.).	35.00	925.97	6,574.38

145071	Riverside, Doerun....	Mississippi River and Bonne Terre Ry. Co.	46.95	959	20.35	7.10 m.; c. p. 7 t. a. w., Tower Grove Station and Kirkwood Branch Connection, 7.10 m.; r. p. o. car pay, per annum, \$1,420, being \$300 per m. for 7.10 m.	21.00	82.94	3,894.03
145072	Vacant.								
145073	Kansas City, Pattons- burg.	Quincy, Omaha and Kansas City R. R. Co.	81.04	1,110	19.00	apt. 13 by 9, 21 t. a. w., Riverside and Doerun, 46.46 m.	19.26	89.78	7,275.77
145074	St. Louis (Union De- pot), Mo., Union Station and Bridge Junction, East St. Louis, Ill.	Terminal Railroad Association of St. Louis.	3.97			apt. 30 by 9, 7 t. a. w., 13 by 8 (av.), 7 t. a. w., 24 by 9 (av.), 7 t. a. w., and 27 by 9 (av.), 7 t. a. w., Kansas City and Trimble, 30.50 m.; 30 by 9, 7 t. a. w., and 13 by 8 (av.), 7 t. a. w., thence to Pattonsburg, 50.20 m.			50,000.00
145075	Richhill, Mo., Fort Scott, Kans.	Fort Scott Central Rwy. Co.	27.38	4,218	26.66	pay adjusted in accordance with act of Congress	14.00	159.03	4,354.24
145076	Langdon, Rockport...	Rockport, Langdon and Northern Rwy. Co.	6.18	376	15.41	no apt.; c. p. 14 t. a. w., Langdon and Rockport, 6.18 m.	14.00	54.72	338.16
145077	Vacant.								
145078	St. Joseph, Mo., Leav- enworth, Kans.	Chicago Great West- ern Rwy. Co.	{ 9.30 } 23.06 { 4.84 }	{ 1,671 } 27.74	{ 27.74 }	{ apt. 20 by 9, 7 t. a. w., St. Joseph and Leavenworth, 37.23 m.; c. p. 14 t. a. w., St. Joseph and Woodruff, 25.57 m., and 7 out, 14 in, thence to Leavenworth, 11.68 m.; lap service, St. Joseph and Bee Creek (n. o.), 9.80 m., over 145012 and Beverly Station and Leavenworth, 4.84 m., over 145017.	{ 19.90 } { 46.17 } { 113.72 } { 17.96 }		8,142.09
145079	Campbell, Hayti.....	St. Louis and Gulf Rwy. Co.	37.34	599	17.80	apt. 11 by 7, 7 out, and 18 by 9, 7 out, 14 in, Campbell and Kennett, 18.74 m., and 13 by 9, 7 t. a. w., thence to Hayti, 18.36 m.; route repeated.	10.46	67.55	2,522.31
145080	Greenfield, Aurora...	St. Louis and San Francisco R. R. Co.	36.76	392	19.00	no apt.; c. p. 14 t. a. w., Greenfield and South Greenfield, 3.14 m., and 7 t. a. w., thence to Aurora, 33.62 m.	7.59	56.43	2,074.36
145081	Vacant.								
145082	Williamsville, Green- ville.	Williamsville, Green- ville and St. Louis Rwy. Co.	12.77	185	12.90	no apt.; c. p. 12 t. a. w., Williamsville and Greenville, 12.77 m.	12.00	42.75	545.91
145083	Excelsior Springs Junction (n. o.), Excelsior Springs.	Excelsior Springs Rwy. Co.	8.82	105	24.20	no apt.; c. p. 21 out, 14 in, Excelsior Springs Junction (n. o.) and Excelsior Springs, 8.82 m.	17.50	42.75	377.06
145084	Perry.	St. Louis and Han- nibal Rwy. Co.	18.05	198	14.53	no apt.; c. p. 6 t. a. w., Ralls Junction (n. o.) and Perry, 18.05 m.	6.00	42.75	771.63
145085	Lake Junction (n. o.), Lake Junction.	Missouri Pacific Rwy. Co.	9.00	92	20.04	no apt.; c. p. 12 t. a. w., Lake Junction (n. o.) and Ferrisburg, 9 m.	12.00	42.75	384.75
145086	Cape Girardeau, Gib- son.	St. Louis and Gulf Rwy. Co.	80.40	274	15.12	apt. 11 by 7, 7 t. a. w., Cape Girardeau and Gibson, 80.38 m.; c. p. 7 in, Morley and Cape Girardeau, 27.28 m.	8.18	47.88	3,849.55
145087	Armour (n. o.), Mo., Atchison, Kans.	Chicago, Burlington and Quincy Ry. Co.	4.47	2,014	16.00	no apt.; c. p. 70 t. a. w., Armour (n. o.) and Atchison, 4.47 m.	70.00	128.25	573.27
145088	East Leavenworth (n. o.), Mo., Leav- enworth, Kans.	.....do.....	2.39	1,567	10.45	no apt.; c. p. 70 out, 77 in, East Leavenworth (n. o.) and Leaven- worth, 2.39 m.	73.50	109.44	281.56
145089	Zalma, Bloomfield....	St. Louis and Gulf Rwy. Co.	23.52	288	11.43	no apt.; c. p. 6 t. a. w., Zalma and Brownwood, 8.70 m., and 13 t. a. w., thence to Bloomfield, 14.82 m.	10.41	45.82	1,065.92
145090	Vacant.								

147024	ARKANSAS. Jenson, C. O. & G. depot at Mansfield.	St. Louis and San Francisco R. R. Co.	18.40	764	12.98	apt. 11 by 7, 13 t. a. w., Jenson and Mansfield, 18.24 m.; c. p. 1 t. a. w., Jenson and Mansfield, 18.40 m. Weighed 72 days from March 4, 1902. Adjusted from July 1, 1902.	14.00	75.24	1,384.41
171031	WASHINGTON. Whatcom, Maple Falls.	Bellingham Bay and British Columbia R. R. Co.	37.89	307	12.06	apt. 10 by 6, 7 t. a. w., Whatcom and Maple Falls, 37.50 m.; c. p. 7 out, 8 in, Whatcom and Sunaa, 23.48 m.; 1 in, thence to Maple Falls, 14.41 m. Weighed 72 days from March 4, 1902. Adjusted from July 1, 1902.	11.83	49.59	1,878.96
178027	OREGON. Union Station (n. o.), Union.	Union Street and Suburban Rwy.	2.68	870	10.00	c. p. 23 t. a. w., Union Station (n. o.) and Union, 2.68 m. Weighed for 72 days from March 4, 1902. Adjusted from July 1, 1902.	23.00	54.72	146.64

I.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from June 30, 1836, to June 30, 1903.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		a 1, 878, 296			
June 30, 1837	974	a 1, 790, 024	a \$307, 444		
June 30, 1838		a 2, 356, 852	a 494, 123		
June 30, 1839		a 3, 896, 055	a 520, 602		
June 30, 1840		a 3, 899, 053	a 595, 353		
June 30, 1841		a 3, 946, 450	a 585, 843		
June 30, 1842		a 4, 424, 262	432, 568		
June 30, 1843	3, 091	a 5, 692, 402	a 733, 687	2, 117	
Nov. 4, 1843		(a)	531, 752		
June 30, 1844	3, 714	a 5, 747, 355	a 802, 006	623	
June 30, 1845		a 6, 484, 592	a 843, 430		
Oct. 31, 1845	4, 092	(a)	587, 769		
June 30, 1846		a 7, 781, 828	a 870, 570		
Nov. 1, 1846	4, 402		587, 769	310	
June 30, 1847		4, 170, 403	597, 475		
Nov. 1, 1847	4, 735		597, 923	333	
June 30, 1848		4, 327, 400	584, 192		
Oct. 1, 1848	4, 957		587, 204	222	
June 30, 1849	5, 497	4, 861, 177	635, 740	540	
June 30, 1850	6, 886	6, 524, 593	818, 227	1, 389	
June 30, 1851	8, 255	8, 364, 503	935, 019	1, 369	
June 30, 1852	10, 146	11, 082, 768	1, 275, 520	1, 891	
June 30, 1853	12, 415	12, 986, 706	1, 601, 329	2, 269	
June 30, 1854	14, 440	15, 433, 389	1, 758, 610	2, 025	
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	
June 30, 1856	20, 323	21, 809, 296	2, 310, 389	1, 990	
June 30, 1857	22, 530	24, 267, 944	2, 559, 847	2, 207	
June 30, 1858	24, 431	25, 703, 452	2, 828, 301	1, 901	
June 30, 1859	26, 010	27, 338, 384	3, 243, 974	1, 579	
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	
May 31, 1861	16, 886	b 5, 701, 093	b 978, 910		6, 886
June 30, 1861	22, 018	23, 116, 823	2, 543, 709	1, 775	
June 30, 1862	21, 338	22, 777, 219	2, 458, 115		680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517	814	
June 30, 1864	22, 616	23, 301, 942	2, 567, 044	464	
June 30, 1865	23, 401	24, 087, 568	2, 707, 421	785	
June 30, 1866	32, 092	30, 609, 467	3, 391, 592	c 8, 691	
June 30, 1867	34, 015	32, 437, 900	3, 812, 600	1, 923	
June 30, 1868	36, 018	34, 886, 178	4, 177, 126	2, 003	
June 30, 1869	39, 537	41, 399, 284	4, 723, 680	3, 519	
June 30, 1870	43, 727	47, 551, 970	5, 128, 901	4, 190	
June 30, 1871	49, 834	55, 557, 048	5, 724, 979	6, 107	
June 30, 1872	57, 911	62, 491, 749	6, 502, 771	8, 077	
June 30, 1873	63, 457	65, 021, 445	7, 257, 196	5, 546	
June 30, 1874	67, 734	72, 460, 545	9, 113, 190	4, 277	
June 30, 1875	70, 083	75, 154, 910	9, 216, 518	2, 349	
June 30, 1876	72, 348	77, 741, 172	9, 543, 134	2, 265	
June 30, 1877	74, 546	85, 358, 710	d 9, 053, 036	2, 198	
June 30, 1878	77, 120	92, 120, 395	9, 566, 595	2, 574	
June 30, 1879	79, 991	93, 092, 992	e 9, 067, 590	2, 871	
June 30, 1880	85, 320	96, 497, 463	10, 498, 986	5, 329	
June 30, 1881	91, 569	103, 521, 229	11, 013, 368	6, 249	
June 30, 1882	100, 563	113, 995, 318	12, 753, 184	8, 994	
June 30, 1883	110, 208	129, 198, 641	13, 887, 800	9, 645	
June 30, 1884	117, 160	142, 541, 392	15, 012, 603	6, 952	
June 30, 1885	121, 032	151, 910, 845	16, 027, 983	3, 872	
June 30, 1886	123, 933	165, 699, 389	17, 336, 512	2, 901	
June 30, 1887	130, 949	169, 689, 866	18, 056, 272	7, 016	
June 30, 1888	143, 713	185, 485, 783	19, 524, 959	12, 764	
June 30, 1889	150, 881	204, 192, 489	21, 639, 613	6, 608	
June 30, 1890	154, 779	215, 715, 680	23, 395, 232	4, 398	
June 30, 1891	159, 518	228, 719, 900	25, 183, 713	4, 739	
June 30, 1892	162, 576	230, 731, 609	27, 126, 529	3, 058	
June 30, 1893	166, 952	252, 750, 574	28, 910, 195	4, 876	
June 30, 1894	169, 768	264, 717, 595	30, 358, 190	2, 816	
June 30, 1895	171, 212	267, 117, 737	31, 205, 342	1, 444	
June 30, 1896	172, 794	268, 806, 824	32, 405, 797	1, 581	
June 30, 1897	173, 475	273, 190, 356	33, 876, 521	681	
June 30, 1898	174, 777	281, 685, 612	34, 703, 847	1, 892	
June 30, 1899	176, 727	287, 991, 269	36, 117, 876	1, 850	
June 30, 1900	179, 962	297, 256, 303	37, 793, 862	3, 255	
June 30, 1901	183, 859	302, 613, 325	38, 419, 624	3, 877	
June 30, 1902	187, 130	312, 521, 478	39, 953, 608	3, 771	
June 30, 1903	192, 852	333, 491, 684	41, 886, 849	5, 722	

a Railroad and steamboat service combined; no separate report.

b Decrease caused by the discontinuance of service in the Southern States.

c Increase attributable in part to the resumption of service in the Southern States.

d Decrease in cost caused by reduction in the rate of pay under act of July 12, 1878.

e Decrease in cost caused by reduction in the rate of pay under act of June 17, 1878.

K.—Pneumatic-tube service in operation June 30, 1903.

State.	Route No.	City.	Contractor.	Total service under contract.		Service in operation June 30, 1903.	
				Length.	Annual pay.	Length.	Annual pay.
Massachusetts.	504003	Boston.....	Boston Pneumatic Transit Co.	<i>Miles.</i> 6.890	\$79,852.67	<i>Miles.</i> 4.260	\$46,788.00
New York.....	507006	New York	New York Mail and Newspaper Transportation Co.	24.653	414,145.74	6.853	115,123.54
Pennsylvania .	510004	Philadelphia .	Pneumatic Transit Co.	7.642	129,914.00	1.382	39,183.60
Illinois	535010	Chicago	Chicago Postal Pneumatic Tube Co.	8.700	119,625.00	.....	.....
Missouri.....	545001	St. Louis.....	St. Louis Pneumatic Co.	3.160	48,267.00	.....	.....
Total				51.045	791,804.41	12.495	201,095.14

Arkansas.....	173.33	276,113.76	.....	86,787.36	.....	132.75	.....	41,418.00
Louisiana.....	96.02	217,555.92	.....	51,745.08	.....	109.35	.....	34,117.20
Texas.....	422.29	544,800.88	.....	187,852.67	.....	314.00	.....	65,312.00
Indian Territory	.....	.....	54.74	30,168.71	.....	169.25	.....	49,698.00
Oklahoma.....	568.33	803,821.28	.....	60,376.43	.....	965.25	.....	389,454.00
Kansas.....	160.39	67,843.12	.....	49,698.91	.....	68.00	.....	5,434.00
Nebraska.....	.....	.....	82.57	46,594.50	.....	114.96	.....	35,873.76
South Dakota.....	137.90	128,702.08	.....	55,916.23	.....	67.75	.....	14,092.00
North Dakota.....	568.63	246,845.04	.....	82,098.49	.....	141.50	48,726.80	51,893.00
Montana.....	271.62	177,963.52	.....	36,147.61	.....	56.15	.....	6,394.00
Wyoming.....	35.14	53,248.00	.....	39,743.19	.....	108.00	.....	24,544.00
Colorado.....	83.93	166,475.92	.....	31,625.72	.....	34.00	.....	64,864.00
New Mexico.....	21.44	69,612.40	.....	20,945.86	.....	228.00	.....	986.00
Arizona.....	132.59	65,924.56	.....	20,424.02	.....	.....	.....	8,892.00
Utah.....	271.07	215,990.32	.....	51,038.01	.....	28.50	.....	.....
Idaho.....	181.27	171,013.44	.....	40,458.73	.....	.....	24,294.00	.....
Washington.....	.....	46,925.76	.....	57,054.46	.....	128.38	.....	40,038.96
Oregon.....	158.79	107,851.92	.....	20,713.64	.....	88.60	.....	27,012.00
Nevada.....	229.46	222,845.20	.....	73,708.04	.....	305.00	.....	68,440.00
California.....	.....	9,203.94	.....	16,011.73	.....	104.05	.....	82,463.60
Alaska.....	.....	1,218.50	.....	.....	.....	.....	.....	.....
Hawaii.....	.....	19.53	.....	75.00	.....	.....	.....	.....
Total.....	3,502.10	1,472.81	3,172,179.76	1,088,180.97	.....	8,047.86	417,010.80	969,452.52
Net increase.....	3,720.87	13,896.114	3,493,740.88	1,138,595.664	.....	8,829.62	545,296.88	1,180,325.40
Net decrease.....	.....	10,176.244	.....	968,226.364	.....	.....	.....	685,028.52

Arkansas.....	22.25	7,878.00	1,942.00	253.90	1,958,454.60	70,398.73
Louisiana.....	28.17	8,166.08	3,543.04	212.25	814,745.76	80,088.50
Texas.....				817.24	1,839,950.39	81,306.05
Indian Territory.....				238.87	1,273,826.02	92,012.71
Oklahoma.....				581.13	897,168.26	77,850.44
Kansas.....				1.96	2,440,198.17	56,094.53
Nebraska.....				236.86	940,723.19	412,099.56
South Dakota.....					181,099.34	1,235.88
North Dakota.....				164.83	1,001,741.02	132,270.42
Montana.....				49.55	443,355.06	37,539.10
Wyoming.....				21	408,806.88	64,675.85
Colorado.....				223.19	913,877.83	6,515.91
New Mexico.....				82.89	638,133.29	90,617.48
Arizona.....				229.49	214,820.52	43,610.83
Utah.....				2.66	629,868.71	1,553.31
Idaho.....				27.03	68,950.87	12,436.26
Washington.....	97.37			201.05	1,424,528.17	61,199.74
Oregon.....	8.41				473,267.61	42,303.34
Nevada.....				65.20	162,645.85	4,822.19
California.....	229.14			38.85	3,601,259.16	242,707.27
Alaska.....	6,152.50				2,068.16	2,216.67
Hawaii.....				24.44	53,012.04	23.94
Total.....	6,202.92	286,468.08	84,965.16	3,451.60	19,862,015.80	1,565,375.94
Net increase.....	6,413.72	415,125.12	92,620.29	5,759.39	21,267,563.35	1,943,053.35
Net decrease.....	5,565.80	116,061.74	81,473.87	5,722.30	20,970,206.98	1,833,240.64

	9.04	19,183.84	2,513.00	886.51	5.54	17,126.33	57,229.42	3,452.15
Arkansas.....	8.17	26,026.00	2,513.00				57,229.42	3,452.15
Louisiana.....	8.86	26,978.19	3,393.86				6,117.00	400.00
Texas.....	8.86	26,978.19	3,393.86				6,117.00	400.00
Indian Territory.....	8.81	3,060.84	1,857.60				6,714.08	
Oklahoma.....	8.16	3,060.84	2,266.01					
Kansas.....	11.54	25,154.43	2,266.01					
Nebraska.....	8.15	4,175.72		2,739.75	2.40	7,172.87	2,190.00	
South Dakota.....		4,175.72	720.52		5.38	26,022.47	8,737.10	
North Dakota.....	7.1	2,130.86	802.75		2.96	17,138.56	8,266.99	
Montana.....	1.63	2,130.86	1,298.00		2.96	1,887.70	888.00	
Wyoming.....	1.04	1,220.96	1,298.00		1.10	2,100.43	1,858.00	
Colorado.....	8.15	263.32	820.75		9.12	45.83	814.00	
New Mexico.....	1.83	8,802.40	838.40			27,978.15	9,104.00	
Arizona.....	2.11	3,479.84		82.00				
Utah.....	0.02	1,248.00	186.00			2,825.15	886.00	
Idaho.....	1.28	6,643.52	341.73		1.20			
Washington.....	61	2,161.12	243.00			12,683.71	8,555.00	
Oregon.....	11.55	9,348.56		2,753.52	4.27	846.01	1,245.27	
Nevada.....	89	3,575.52	752.72					
California.....	1.58	15,973.36	2,492.97	800.00	6.99	22,054.67	10,675.00	
Alaska.....	7.20	1,661.92		126.00				
Hawaii.....	94.02	4,254.16						
Total.....	81.94	104,757.52	70,988.64	7,997.78	41.26	126,362.88	62,943.45	162,798.51
Net increase.....	83.43	311,452.14	63,206.91	8,124.30	53.03	342,025.41	72,483.67	161,741.51
Net decrease.....	144.95	133,750.62	56,171.45		35.62	169,539.74		70,924.51

M.—Division of inspection—Deductions, fines, and remissions under orders issued during the year ended June 30, 1903.

STAR SERVICE.

State.	Deductions.	Remissions.	Fines.	Remissions.
Maine.....	\$247.57	\$8.43	\$6.00	.....
New Hampshire.....	32.47	.....	15.00	.....
Vermont.....	88.09	2.18	31.00	\$8.00
Massachusetts.....	48.39	.44	1.25	.....
Rhode Island.....	5.19	.....	1.00	.....
Connecticut.....	37.60	.....	16.75	.....
New York.....	900.90	14.16	180.50	.....
New Jersey.....	42.76	.....	13.75	.....
Pennsylvania.....	749.80	16.93	570.50	55.75
Delaware.....	4.27	.....	1.00	.....
Maryland.....	284.52	1.12	84.00	.....
Virginia.....	1,086.50	12.65	581.25	67.90
West Virginia.....	1,851.89	.71	291.75	.....
	5,419.96	56.62	1,793.75	131.65
North Carolina.....	1,867.34	4.01	743.50	.....
South Carolina.....	441.12	.....	100.25	.....
Georgia.....	1,027.43	1.39	764.50	13.50
Florida.....	460.47	1.25	344.25	56.50
Porto Rico.....	57.62	17.03	655.50	.75
Alabama.....	1,966.88	3.89	422.81	4.00
Mississippi.....	2,554.38	13.43	946.50	79.65
Tennessee.....	2,052.51	2.48	167.25	.....
Kentucky.....	2,851.18	17.08	754.25	81.00
	13,278.43	60.56	4,896.31	235.40
Ohio.....	508.21	.86	210.46	.25
Indiana.....	423.24	.....	103.25	.....
Illinois.....	501.90	.31	181.50	8.50
Michigan.....	375.68	41.29	80.39	5.00
Wisconsin.....	294.58	.44	20.75	.....
Minnesota.....	1,268.52	117.93	206.25	1.00
Iowa.....	538.63	2.19	15.00	.....
Missouri.....	2,025.80	1.87	340.67	60.00
	5,737.06	164.89	1,158.27	74.75
Arkansas.....	3,440.86	12.17	324.87	31.50
Louisiana.....	2,021.78	1.13	101.75	.....
Texas.....	6,118.24	18.70	520.25	1.00
Indian Territory.....	2,525.27	7.38	415.19	19.69
Oklahoma.....	2,491.83	4.96	1,072.25	280.00
Kansas.....	1,283.23	9.60	32.75	.....
Nebraska.....	1,559.10	7.66	397.37	79.98
South Dakota.....	1,122.01	58.58	10.50	.....
North Dakota.....	633.79	1.13	707.50	210.00
Montana.....	375.41	.....	600.04	10.00
Wyoming.....	904.68	.....	239.00	.....
Colorado.....	494.43	3.84	171.00	25.00
New Mexico.....	418.16	1.80	80.00	.....
Arizona.....	66.22	.....	25.50	.....
Utah.....	64.32	.....	53.50	.....
Idaho.....	1,641.17	.....	79.75	.....
Washington.....	401.06	1.91	104.00	31.68
Oregon.....	809.37	.....	707.50	101.00
Nevada.....	883.48	.....	297.50	138.40
California.....	1,135.00	5.76	915.39	20.00
Alaska.....	28,183.02	10,652.83	2,562.32	71.00
Hawaii.....	69.42	47.25	42.00	.....
	56,646.40	10,834.65	9,459.93	1,019.25
Total.....	81,121.84	11,116.72	17,310.26	1,461.05

STEAMBOAT SERVICE.

Maine.....	\$307.48	.....	\$8.00	.....
New Hampshire.....	27.94	.....	1.00	.....
Vermont.....	.....	.....	.....	.....
Massachusetts.....	724.62	.....	.....	.....
Rhode Island.....	36.08	.....	148.00	.....
Connecticut.....	.....	.....	.....	.....
New York.....	184.27	.....	42.75	\$1.00
New Jersey.....	.....	.....	.....	.....

M.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

STEAMBOAT SERVICE—Continued.

State.	Deductions.	Remissions.	Fines.	Remissions.
Pennsylvania.....				
Delaware.....				
Maryland.....	\$885.06	\$8.51	\$167.50	
Virginia.....	656.81		502.00	\$373.00
West Virginia.....	87.41		21.00	
	2,809.69	8.51	875.25	374.00
North Carolina.....	897.21		226.50	
South Carolina.....	44.51		22.50	
Georgia.....	1.90			
Florida.....	1,656.50		394.50	250.20
Porto Rico.....			341.00	
Alabama.....				
Mississippi.....	62.89			
Tennessee.....	896.52		416.00	
Kentucky.....	2,112.64		881.00	
	5,672.17		1,781.50	250.20
Ohio.....	5.72			
Indiana.....				
Illinois.....				
Michigan.....	73.49			
Wisconsin.....			1.00	
Minnesota.....				
Iowa.....				
Missouri.....				
	79.21		1.00	
Arkansas.....	1,285.92		277.50	
Louisiana.....	341.72		526.00	
Texas.....				
Indian Territory.....				
Oklahoma.....				
Kansas.....				
Nebraska.....				
South Dakota.....				
North Dakota.....				
Montana.....				
Wyoming.....				
Colorado.....				
New Mexico.....				
Arizona.....				
Utah.....				
Idaho.....				
Washington.....	181.58	61.04	166.00	
Oregon.....	299.82		22.00	
Nevada.....				
California.....	19.16		4.00	
Alaska.....	4,542.88	3,008.37	3,241.26	419.00
Hawaii.....	671.81		20.00	
	7,291.84	3,064.41	4,259.76	419.00
Total.....	15,852.91	3,072.92	6,917.51	1,048.20

RAILROAD SERVICE.

Maine.....	\$997.64		\$46.00	
New Hampshire.....	207.67	\$9.79	23.00	
Vermont.....	200.89	9.87	24.00	\$4.00
Massachusetts.....	314.41		71.00	
Rhode Island.....			6.00	
Connecticut.....	27.60		69.00	
New York.....	3,648.35	88.59	515.00	5.00
New Jersey.....	969.57		223.00	
Pennsylvania.....	2,677.44	1.34	556.00	
Delaware.....	6.74		11.00	
Maryland.....	3,159.18		212.00	
Virginia.....	17,458.76	14.30	964.84	4.00
West Virginia.....	887.27		247.00	
	30,015.51	73.99	2,977.84	18.00

M.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

RAILROAD SERVICE—Continued.

State.	Deductions.	Remissions.	Fines.	Remissions.
North Carolina	\$12,808.85	\$258.21	\$278.00	\$10.00
South Carolina	188.28	8.47	56.00	1.00
Georgia	2,415.55	18.54	195.69	.....
Florida	444.26	1.21	76.00	.....
Porto Rico .....	.....	.....	1.00	.....
Alabama	12,009.27	.....	134.00	.....
Mississippi	1,227.23	.....	453.00	1.00
Tennessee	784.64	.....	185.00	6.00
Kentucky	206.35	.....	427.00	.....
	29,530.88	276.43	1,805.69	18.00
Ohio	1,469.79	6.58	1,459.00	1.00
Indiana	306.08	.....	496.50	.....
Illinois	478.34	2.41	1,121.00	2.00
Michigan	537.99	.....	160.00	.....
Wisconsin	81.12	1.56	426.00	4.00
Minnesota	1,764.82	.....	1,112.00	2.00
Iowa	657.14	1.14	758.00	1.00
Missouri	368.94	.....	2,635.65	10.75
	5,666.22	11.66	8,165.15	20.75
Arkansas	267.48	.....	796.88	1.00
Louisiana	355.83	.....	294.00	2.00
Texas	2,518.70	.....	864.00	12.00
Indian Territory	85.21	.....	446.00	.....
Oklahoma	136.61	.....	152.00	.....
Kansas	2,393.54	.....	1,380.00	.....
Nebraska	4,968.67	.....	789.00	5.00
South Dakota	3,380.58	94.26	96.00	2.00
North Dakota	7,760.37	.....	808.00	.....
Montana	5,319.22	.....	133.00	.....
Wyoming	282.11	.....	78.00	.....
Colorado	337.92	.....	462.00	2.00
New Mexico	146.55	.....	219.35	2.00
Arizona	108.69	.....	43.00	.....
Utah	6.86	.....	94.00	.....
Idaho	2,413.22	.....	13.00	.....
Washington	1,318.84	31.11	377.00	.....
Oregon	108.59	.....	112.00	.....
Nevada	2,058.65	5.68	14.00	5.00
California	2,199.47	.....	693.00	.....
Alaska	6.66	.....	.....	.....
Hawaii	1.97	.....	5.00	.....
	36,145.14	181.08	7,810.23	31.00
Total	101,847.75	498.01	20,768.91	82.75

MAIL-MESSENGER SERVICE.

Maine	\$17.85	.....	\$15.00	.....
New Hampshire	71.05	.....	11.00	\$0.50
Vermont	16.17	.....	4.50	.....
Massachusetts	12.50	.....	24.50	.....
Rhode Island .....	.....	.....	1.50	.....
Connecticut	42.88	.....	4.50	.....
New York	90.71	\$80.71	112.33	50
New Jersey	17.72	.....	40.00	1.50
Pennsylvania	52.64	.....	129.50	4.00
Delaware .....	.....	.....	.50	.....
Maryland	20.17	.....	19.50	2.75
Virginia	2.02	.....	56.75	.....
West Virginia	10.15	.....	24.50	.....
	358.36	80.71	444.08	9.25
North Carolina	9.80	8.09	28.50	.....
South Carolina	12.05	.....	8.00	.....
Georgia	1.36	.....	35.00	.....
Florida	7.08	.....	8.50	.....
Porto Rico .....	.....	.....	.....	.....
Alabama .....	.....	.....	14.90	.....
Mississippi	24.00	.....	30.63	5.00
Tennessee	1.83	.....	24.00	.....
Kentucky .....	.....	.....	18.00	.....
	56.12	8.09	160.53	5.00

M.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

MAIL-MESSENGER SERVICE—Continued.

State.	Deductions.	Remissions.	Fines.	Remissions.
Ohio	\$21.46		\$166.50	\$1.00
Indiana	32.28		108.00	1.50
Illinois	9.23		64.50	1.50
Michigan	48.96		32.72	
Wisconsin	28.40		34.25	
Minnesota	29.15		55.75	2.06
Iowa	68.27		94.50	1.50
Missouri			109.25	
	287.75		665.56	7.56
Arkansas	18.45		30.25	1.00
Louisiana	30.08		44.00	2.00
Texas	1.04		83.90	
Indian Territory	15.00		11.50	
Oklahoma .....	.82		12.86	
Kansas	62.01		69.00	
Nebraska			6.00	
South Dakota	9.89		2.00	
North Dakota	111.70		8.50	
Montana	12.53		5.00	
Wyoming	2.08			
Colorado	19.85		13.50	
New Mexico			8.00	
Arizona			4.25	
Utah	7.69		9.00	
Idaho	22.08		2.50	
Washington	1.30	\$0.83	18.50	
Oregon			10.75	
Nevada			1.00	
California			36.00	
Alaska				
Hawaii			8.50	
	314.52	.83	385.01	3.00
Total	961.75	89.18	1,655.18	24.81

REGULATION AND SCREEN WAGON SERVICE.

Maine			\$25.00	
New Hampshire			2.00	
Vermont				
Massachusetts			463.00	
Rhode Island				
Connecticut			28.00	
New York			2,681.00	\$601.50
New Jersey			218.50	
Pennsylvania			892.50	5.00
Delaware			111.75	
Maryland			256.00	
Virginia			255.50	
West Virginia			89.00	
			4,967.25	506.50
North Carolina			14.00	
South Carolina			104.00	
Georgia			132.00	
Florida			5.00	
Porto Rico				
Alabama			7.00	4.00
Mississippi			27.50	
Tennessee			61.50	
Kentucky			101.00	
			452.00	4.00
Ohio			471.00	
Indiana			200.00	
Illinois			2,211.25	
Michigan			80.00	
Wisconsin			170.50	25.00
Minnesota	\$7,704.21		304.00	
Iowa			149.00	
Missouri			58.00	2.00
	7,704.21		3,623.75	27.00

M.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

REGULATION AND SCREEN WAGON SERVICE—Continued.

State.	Deductions.	Remissions.	Fines.	Remissions.
Arkansas			\$226.50	
Louisiana			11.50	
Texas	\$106.77		168.00	\$1.00
Indian Territory				
Oklahoma			16.00	
Kansas			\$73.25	
Nebraska			\$47.50	3.00
South Dakota			11.00	
North Dakota			32.00	
Montana			6.00	
Wyoming				
Colorado			166.25	
New Mexico				
Arizona				
Utah			40.00	
Idaho				
Washington			124.00	4.00
Oregon			6.00	
Nevada				
California	\$21.86		921.50	
Alaska				
Hawaii				
	428.63		2,444.50	8.00
Total	8,132.84		11,487.50	545.50

ELECTRIC AND CABLE CAR SERVICE.

Maine	\$77.44		\$1.00	
New Hampshire	9.14		3.00	
Vermont	2.49			
Massachusetts	161.91		58.00	
Rhode Island	2.64		1.00	
Connecticut	13.58		11.00	
New York	282.83		82.00	
New Jersey	21.59			
Pennsylvania	145.92		38.55	
Delaware				
Maryland	82.06			
Virginia				
West Virginia			2.00	
	789.60		196.55	
North Carolina				
South Carolina			2.00	
Georgia				
Florida	11.55			
Porto Rico				
Alabama				
Mississippi				
Tennessee	8.58			
Kentucky			1.00	
	20.13		3.00	
Ohio	174.90	\$35.75	48.00	
Indiana	8.84		6.00	
Illinois	416.67		5.00	
Michigan	50.40		3.00	
Wisconsin				
Minnesota				
Iowa			8.00	
Missouri	6.50		48.50	
	657.31	35.75	119.50	
Arkansas				
Louisiana	17.57			
Texas				
Indian Territory				
Oklahoma				
Kansas				
Nebraska				
South Dakota				
North Dakota				
Montana				

M.—Division of inspection—Deductions, fines, and remissions, etc.—Continued.

ELECTRIC AND CABLE CAR SERVICE—Continued.

State.	Deductions.	Remissions.	Fines.	Remissions.
Wyoming				
Colorado				
New Mexico				
Arizona				
Utah				
Idaho				
Washington	\$1.40		\$22.00	
Oregon				
Nevada				
California				
Alaska				
Hawaii				
Total	18.97		22.00	
	1,486.01	\$35.75	341.05	

PNEUMATIC-TUBE SERVICE.

Massachusetts			\$12.00	
New York			396.00	
Pennsylvania			28.00	
Total			376.00	

RAILWAY-MAIL SERVICE.

DIVISION.				
First	\$351.05	\$7.22		
Second	579.70			
Third	887.94	2.12		
Fourth	305.15	3.80		
Fifth	407.13	3.60		
Sixth	523.98	5.51		
Seventh	421.34	5.74		
Eighth	272.45			
Ninth	690.40	12.40		
Tenth	259.71	4.52		
Eleventh	447.32	7.83		
Total	4,226.17	52.54		

RECAPITULATION.

Service.	Deductions.	Remissions.	Fines.	Remissions.
Railroad	\$101,847.75	\$493.01	\$20,758.91	\$82.75
Star	81,121.84	11,116.72	17,310.26	1,461.05
Steamboat	15,852.91	3,072.92	6,917.51	1,043.20
Mail-messenger	961.75	89.13	1,655.18	24.81
Wagon	8,132.84		11,487.50	545.50
Electric	1,486.01	35.75	341.05	
Pneumatic-tube			376.00	
Railway-mail	4,226.17	52.54		
Total	218,129.27	14,860.07	58,846.41	3,157.31
Net	193,269.20		55,689.10	
Net deductions and fines	253,958.30			

N.—Statement of contracts for mail equipment made or in operation during fiscal year ending June 30, 1903.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, four years from July 1, 1901.</i>			
William Taylor.....	Lyons, N. Y.....	Washington, D. C., or New York, N. Y.....	Cotton canvas pouches with leather bottoms and soft heads, class "C," No. 2, at \$2.022 per pouch; No. 3, at \$1.75 per pouch; No. 4, at \$1.56 per pouch.
Do.....	do.....	do.....	Cotton canvas pouches with leather bottoms, class "B," No. 2, at \$2.416 per pouch; No. 3, at \$2.106 per pouch; No. 4, at \$1.676 per pouch.
Maurice Runkle.....	Long Island City, N. Y.....	do.....	Mail catcher pouches, at \$1.32 per pouch.
Do.....	do.....	do.....	Cotton canvas mail sacks for second, third, and fourth class matter, No. 1, at 58 cents per sack; No. 2, at 46 cents per sack; No. 3, at 25 cents per sack.
Do.....	do.....	do.....	Cotton canvas mail sacks for foreign mails, No. 0, at 66 cents per sack; No. 1, at 51 cents per sack; No. 2, at 41 cents per sack; No. 3, at 28 cents per sack.
Do.....	do.....	do.....	Cotton canvas mail sacks for registered foreign mails, No. 0, at 66 cents per sack; No. 1, at 51 cents per sack; No. 2, at 16 cents per sack; No. 3, at 10 cents per sack.
<i>Contract term, one year from July 1, 1902.</i>			
Barber & Ross.....	Washington, D. C.....	Washington, D. C.....	10-inch shears, at \$3.99 per dozen, and Irish glue, at 13 cents per pound.
The Beaver Soap Co.....	Dayton, Ohio.....	do.....	Grandpa's Wonder soap, small size, at \$3.60 per case of 100 cakes.
Wm. Wirt Clarke & Son.....	Baltimore, Md.....	do.....	Galvanized malleable iron rings, at 8 cents per pound.
Cobb & Drew.....	Plymouth, Mass.....	do.....	Iron rivets, No. 6, $\frac{3}{4}$ inch long under head, 158 inch diameter with head $\frac{1}{4}$ inch diameter; No. 3 rivets, $\frac{1}{4}$ inch long under head, 158 inch diameter with head $\frac{1}{4}$ inch diameter; and No. 4 rivets, $\frac{1}{4}$ inch long under head, 158 inch diameter with head $\frac{1}{4}$ inch diameter, at 31 cents per pound. Iron burrs, No. 7, .045 inch thick, $\frac{3}{8}$ inch diameter, with hole .166 inch diameter, and No. 8 burrs, .045 inch thick, $\frac{3}{8}$ inch diameter, with hole .166 inch diameter, at 54 cents per pound.
M. Du Perow.....	Washington, D. C.....	do.....	32-c. incandescent bulbs, at 25 cents each; 16-c. incandescent bulbs, at 16 cents each, and globes for arc light, at \$1.25 each.
John B. Espey.....	do.....	do.....	Rainbow sheet rubber, $\frac{1}{4}$ inch thick, 18 inches wide, at 50 cents per pound.
B. Frank & Sons.....	New York, N. Y.....	do.....	Oak-tanned leather, 4-ounce, at 48 cents per pound; 6-ounce, at 40 cents per pound, and 10-ounce, at 35 cents per pound.
Lewis's Hopfenmaler.....	Washington, D. C.....	do.....	Copper rivets and burrs, $\frac{1}{4}$ inch No. 7, $\frac{1}{4}$ inch No. 7, and $\frac{1}{4}$ inch No. 7, at 20 cents per pound. Beeswax, at 31 cents per pound.
F. Colt Johnson.....	New York, N. Y.....	do.....	Lacing cord, at 25 cents per pound; and Sea Island thread, at 544 cents per pound.
James B. Lambie.....	Washington, D. C.....	do.....	Cutting nippers (Osborne's), at \$29.98 per dozen; spring punches, at \$4.20 per dozen; hack-saw blades, at 75 cents per dozen; emery, at 5 cents per pound; Baedert, Adamson & Co.'s twilled emery cloth, No. 60, No. 80, No. 120, Flour and Crocus, at 23 cents per dozen sheets; 4-ounce tacks, at 10 cents per pound, and 8-ounce tacks, at 8 cents per pound.
Mackall Bros.....	do.....	do.....	American potash, first sort, at 41 cents per pound; borax crystals, at 10 cents per pound, and sal-soda crystals, at 11 cents per pound.

George F. Muth & Co.....	do.....	do.....	Albany lubricating compound, at 10¢ cents per pound; gasoline, at 15 cents per gallon; kerosene, at 12 cents per gallon; machine oil, at 15 cents per gallon; lard oil, at 85 cents per gallon; turpentine, at 47 cents per gallon; Japan drier, at 40 cents per gallon, and French sash tools, No. 2, at 50 cents per dozen.
National Carbon Co.....	Cleveland, Ohio.....	do.....	\$7 for 375 each of long and short electric carbons.
J. P. Nawrath.....	New York, N. Y.....	do.....	Sailmakers' twine at 16¢ cents per pound, and white cotton waste at 7 cents per pound.
Naugatuck Malleable Iron Co.....	Naugatuck, Conn.....	do.....	Malleable-iron dog castings at 5½ cents per pound, and malleable-iron shackle castings at 5½ cents per pound.
Rudolph, West & Co.....	Washington, D. C.....	do.....	Phosphor bronze spring wire, size .015 by .072 inch, at 67 cents per pound; size .024 by .073 inch, at 55 cents per pound; size .032 by .047 inch, at 61½ cents per pound; corn knives, at \$2.00 per dozen; small knives, at \$1.36 per dozen; pure tin, in pigs of about 100 pounds each, at 29½ cents per pound; pure zinc, in bars, at 101 cents per pound; sandstones, about 14 inches square by 8½ inches long, at 82 cents per dozen; Morian's round steel belt couplings, ¾ inch, at \$1 per dozen, and 1 inch, at 66 cents per dozen; sailmakers' needles No. 13 (Jas. Smith & Sons), at \$1.20 per 100; sapollo at 80 cents per dozen oaks; solder (half-and-half) at 14¢ cents per pound; wire nails, 6-penny, at 2½ cents per pound, 8-penny at 2½ cents per pound, 10-penny at 2½ cents per pound; Cold-rolled steel, size .020 by 1½ inches, in coils, at 5½ cents per pound; .023 by 1½ inches, in coils, at 5½ cents per pound; .029 by 4½ by 120 inches, at 3½ cents per pound; .089 by 4½ by 120 inches, at 3½ cents per pound; .040 by 3½ by 120 inches, at 4½ cents per pound; .040 by 3½ by 120 inches, at 3½ cents per pound; .040 by 4½ by 120 inches, at 3½ cents per pound; .045 by 2½ by 120 inches, at 3½ cents per pound; .049 by 2½ by 120 inches, at 3½ cents per pound; .056 by 3½ by 120 inches, at 3½ cents per pound.
Superior Steel Co.....	Carnegie, Pa.....	do.....	Paraffin oil, at 12 cents per gallon.
Standard Oil Co.....	Baltimore, Md.....	do.....	Cylinder oil, at 20 cents per barrel, 50 pounds to the barrel.
Stevenson Bro. & Co.....	Philadelphia, Pa.....	do.....	Sawdust, at 30 cents per barrel, 50 pounds to the barrel.
Thomas W. Smith.....	Washington, D. C.....	do.....	Bifurcated coppered rivets, ¾ inch, at 50 cents per pound, ¾ inch, at 38 cents per pound, and ¾ inch, at 33 cents per pound.
Judson L. Thomson Manufacturing Co.....	Waltham, Mass.....	do.....	Charcoal, at 30 cents per barrel, 2½ bushels to the barrel.
Benjamin Waynes.....	Ashgrove, Va.....	do.....	Furnace coal, at \$5.03 per ton, and pine wood, at \$4.34 per cord. Contract not yet signed by successful bidders.
Johnson Bros.....	Washington, D. C.....	do.....	Rituminous coal, at \$3.23 per ton. Contract not yet signed by successful bidder.
Wm. J. Zeh.....	do.....	do.....	Stove coal, at \$5.90 per ton. Contract not yet signed by successful bidder.
J. Edward Chapman.....	do.....	do.....	Brooms, at \$3 per dozen.
Aid Association for the Blind.....	do.....	do.....	Laundry, at 33 cents per 100 towels.
James S. Cotton.....	do.....	do.....	Mops, at \$3.35 per dozen, and scrub brushes, at \$1.25 per dozen.
Rudolph, West & Co. b.....	do.....	do.....	Whisk brooms, at \$1.88 per dozen.
Blum Bros.....	do.....	do.....	Ice, at 14¢ cents per 100 pounds.
Purity Ice Co. b.....	do.....	do.....	Condensed lute, at 76 cents per 100 pounds; condemned canvas, at \$2.65 per 100 pounds; condemned string and lacing cord, at 65 cents per 100 pounds.
Lewis Hopfenmaier.....	do.....	do.....	Condensed lute heads with rings, at 57 cents per 100 pounds.
Wm. B. O'Connor.....	Baltimore, Md.....	do.....	Condensed scrap leather, at \$4.89 per 100 pounds.
Hans Rees' Sons.....	New York, N. Y.....	do.....	

a Correction of reports for 1901 and 1902.

b At Department contract price.

N.—Statement of contracts for mail equipment made or in operation during fiscal year ending June 30, 1903—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, one year from July 1, 1903.</i>			
American Steel and Wire Co. Barber & Ross	New York, N. Y. Washington, D. C.	Washington, D. C. do	Charcoal iron wire, .125 to .220 inch diameter, at 5 cents per pound. No. 36, 12-inch cutting nippers (Osborne's), at \$28.40 per dozen; 6-inch "Star" buck-saw blades, 24 teeth to the inch, at 44 cents per dozen; French-sash, No. 3, at 45 cents per dozen; Irish glue, at 14 cents per pound; solder (half-and-half), at 15 cents per pound. Grandpa's Wonder soap, small size, 100 cakes to case, at \$3.60 per case. Pure zinc, in bars, at 8 cents per pound; 24-ounce tacks, at 7 cents per pound; 4-ounce tacks, at 8 cents per pound, and 8-ounce tacks, at 12 cents per pound. American polish, first sort, at 94 cents per pound; sal-soda crystals, at 14 cents per pound. Sailmakers' needles, No. 13 (Jas. Smith & Sons), at \$1.15 per 100. Albany lubricating compound, in 10-pound cans, at 104 cents per pound; sand-alones about 14 inches square by 84 inches long, at 84 cents per dozen; No. 80 and No. 120 Baecker, Adamson & Co.'s twilled emery cloth, at 20 cents per dozen sheets. Very coarse sawdust, 50 pounds to the barrel, at 30 cents per barrel. Pure tin in pigs of about 100 pounds, at 32 cents per pound; beeswax at 31 cents per pound.
W. T. Gailher & Bro. Lewis Hopfenmüller	do do	do do	Lacing cord, at 294 cents per pound, and Sea Island thread, at 56 cents per pound, each per gallon.
E. F. Houghton & Co. F. Colt Johnson	Philadelphia, Pa. New York, N. Y.	do do	Single-coil spring punches, No. 4, at \$4.20 per dozen; Grobet files: 6-inch, Nos. 1 and 2 pillar and 6-inch, No. 1 narrow pillar, at \$2.48 per dozen, 6-inch, No. 1 taper square, \$2.99 per dozen; 6-inch, No. 4 round, at \$2.15 per dozen; 6-inch, No. 40, hand, at \$2.75 per dozen, and 4-inch, No. 1, extra narrow pillar, at \$2.25 per dozen; pure Turkish emery, No. 30, at 5 cents per pound; leather, at 48 cents per pound, and 10-ounce leather, at 34½ cents per pound.
E. A. Landell, Jr. Mackall Bros. The Manhattan Supply Co.	Philadelphia, Pa. Washington, D. C. New York, N. Y.	do do do	Box crystals, at 10 cents per pound. Phosphor bronze spring wire, size .015 by .072 inch, at 67 cents per pound; size .024 by .073 inch, at 82 cents per pound; sizes .032 by .047 inch, and .040 by .024 inch, at 50 cents per pound, and size .014 inch diameter, at 59 cents per pound. Supalio, at 74 cents per dozen cakes. Gasoline, at 15 cents per gallon; kerosene oil, at 14 cents per gallon; cylinder oil, at 19 cents per gallon; turpentine, at 58 cents per gallon; Japan drier, at 40 cents per gallon. Vermilion paint, at 14 cents per pound, and white cotton waste at 74 cents per pound.
George F. Muth & Co.	Washington, D. C.	do	32-c. incandescent bulbs, at 30 cents each; 16-c. incandescent bulbs, at 15 cents each; globes for arc light, at 85 cents each.
National Electrical Supply Co.	do	do	Long and short electric carbon, at 74 cents per pound; malleable-iron shackles
National Carbon Co. Naugatuck Malleable Iron Co.	Cleveland, Ohio Naugatuck, Conn.	do do	Malleable-iron dog castings, at 74 cents per pound; galvanized malleable-iron rings, at 94 cents per pound.

J. P. Nawrath.....	New York, N. Y.....	do.....	Sailmakers' twine, at 16¢ cents per pound; toilet paper (100 rolls to the case), at \$1.40 per case.
Rudolph, West & Co.....	Washington, D. C.....	do.....	10-inch shears, at \$4 per dozen; corn knives, at \$2.00 per dozen; small knives, at \$1.45 per dozen; Kearney & Foot files: 6-inch round, bastard, at 65 cents per dozen; 8-inch round, bastard, at 80 cents per dozen; 10-inch hand, bastard, at \$1.35 per dozen; 10-inch mill, bastard, at \$1.03 per dozen; Morin's round steel belt couplings, 1-inch, at 68 cents per dozen, and 1-inch, at \$1.65 per dozen; Jones's bevel-pointed belt hooks, No. 9, at 30 cents per 100. Wire nails: 6-penny, at 2½ cents per pound; 8-penny, at 21 cents per pound, and 10-penny, at 2½ cents per pound.
Standard Oil Co.....	Baltimore, Md.....	do.....	Machine oil, at 16 cents per gallon.
Superior Steel Co.....	Carnegie, Pa.....	do.....	Cold-rolled steel, size .026 by 1½ inches in coils, at 51 cents per pound; size .033 by 1½ inches in coils, at 4½ cents per pound; size .069 by 4½ by 120 inches, at 3½ cents per pound; size .020 by 31 by 120 inches, at 4½ cents per pound; size .025 by 4½ by 120 inches, at 4½ cents per pound; size .040 by 1½ by 120 inches, at 41 cents per pound; sizes .040 by 1½ by 120 inches, .040 by 2 by 120 inches, .040 by 31 by 120 inches, .040 by 4½ by 120 inches, .045 by 21 by 120 inches, and .049 by 2½ by 120 inches, at 4 cents per pound; size .056 by 31 by 120 inches, at 3½ cents per pound.
Taunton Rivet Co.....	Taunton, Mass.....	do.....	Copper rivets and burrs, No. 7, size 1, 1½, and 1 inch, at 191 cents per pound; iron rivets, size No. 3, 4½ inch long under head, .108 inch diameter, with head, 1 inch diameter, at 34 cents per pound; size No. 4, 1 inch long under head, .108 inch diameter, with head, 1 inch diameter, at 31 cents per pound; size No. 5, 1½ inch long under head, .108 inch diameter, with head, 1 inch diameter, at 31 cents per pound. Iron burrs, size No. 7, ¾ inch diameter, .045 inch thick, with hole .166 inch diameter, at 34 cents per pound; size No. 8, ¾ inch diameter, .045 inch thick, with hole .166 inch diameter, at 34 cents per pound. Bifurcated coppered rivets, size 1½ inch, at 50 cents per pound; 1½ inch, at 38 cents per pound, and 1½ inch, at 33 cents per pound.
Judson L. Thomson Manufacturing Co.....	Waltham, Mass.....	do.....	Charcoal, at 30 cents per barrel, 24 bushels to the barrel.
Benjamin Waynes.....	Ash Grove, Va.....	do.....	Bituminous coal, at \$1.10 per ton.
John B. Dahl a.....	Washington, D. C.....	do.....	Ice, at 17 cents per 100 pounds.
John F. Agnew & Co. a.....	do.....	do.....	Condemned birch and lute, at 78 cents per 100 pounds; condemned canvas, at \$2.80 per 100 pounds; condemned lacing cord, at 80 cents per 100 pounds; condemned brass, at \$8.25 per 100 pounds; condemned bronze, at \$9.38 per 100 pounds; condemned brasse-steel weights, at \$6 per 100 pounds; condemned ore-steel strips and punchings at \$8.50 per 100 pounds; condemned iron and steel, at 50 cents per 100 pounds, and condemned steel strips, at 40 cents per 100 pounds.
American Ice Co. a.....	do.....	do.....	Condemned jute and canvas heads with rings, at 91 cents per 100 pounds.
Lewis Hopfenmuller a.....	do.....	do.....	Condemned scrap leather, small pieces, at \$3.89 per 100 pounds; large pieces, at \$5.20 per 100 pounds.
Wm. B. O'Connor a.....	Baltimore, Md.....	do.....	Condemned scrap leather, small pieces, punched, at 75 cents per 100 pounds;
Norman I. Reese.....	New York, N. Y.....	do.....	condemned phosphor bronze springs, at \$9 per 100 pounds, and condemned iron clips with stubs of leather (sweepings), at 11 cents per 100 pounds.
S. Bendinger & Co. a.....	Washington, D. C.....	do.....	

a At Department contract price.

O.—*Itemized statement of number, prices, and cost of all mail bags, and also the cost of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 1903, out of the appropriation for mail bags, etc.*

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Aggregate cost.
Mail pouches, sacks, etc.:					
Canvas pouches with leather bottoms and soft heads	No. 2...	13,843	\$2.036	\$28,364.33	a\$61,073.06
Do.....	No. 3...	10,022	1.76	17,638.72	
Do.....	No. 4...	3,260	1.56	5,070.00	
Catcher pouches.....		b9,064	1.36	12,327.04	12,717.38
Do.....		c919	1.32	391.34	
Sacks for second, third, and fourth class matter.....	No. 1...	55,154	.58	31,913.48	d39,804.68
Do.....	No. 2...	11,720	.46	5,391.20	
Do.....	No. 3...	10,000	.25	2,500.00	
Foreign canvas sacks.....	No. 0...	2,500	.66	1,650.00	4,723.02
Do.....	No. 1...	5,002	.51	2,551.02	
Do.....	No. 2...	1,000	.41	410.00	
Do.....	No. 3...	400	.28	112.00	
Foreign registered sacks.....	No. 0...	2,000	.66	1,320.00	2,501.02
Do.....	No. 1...	2,002	.51	1,021.02	
Do.....	No. 2...	1,000	.16	160.00	
One No. 3-20 sewing machine.....					25.00
Red leatheroid tubes for registered mail.....		199	.60		119.40
One set of dashpots.....					55.00
Charcoal-iron wire for staples.....pounds.....		4,035			196.57
Canvas for making new equipment.....yards.....		10,079			2,479.68
Brass for grommets.....					757.20
Steel for cord fasteners and label cases, pounds.....		44,123			1,646.85
Leather for new equipment.....pounds.....		8,718			3,094.97
Malleable iron dogs for cord fasteners.....					391.94
Link castings for soft head pouches, pounds.....		1,798			223.96
Ice.....pounds.....		50,145			92.93
Laundry.....					30.44
Repairing pouches, sacks, etc.:					
Paid for labor.....					134,699.20
Repairs made by postmasters and allowed by this office.....					73.00
Cord, thread, and twine.....					7,119.55
Beeswax.....					170.50
Rivets and burrs.....					891.66
Galvanized iron round rings.....					244.15
Traveling expenses and inspection for shop.....					197.97
Miscellaneous expenses for tools, stock, etc., used in repair shop.....					452.93
Total.....					273,762.07
Unexpended balance of appropriation.....					1,237.93
Appropriation.....					275,000.00

a Total amount 2 cents short on account of contractor giving Department benefit of fractional cents.

b \$100.18 deducted for inferior workmanship, short lengths, etc.

c The sum of \$722.66 deducted from bill, being 4 cents each on 18,064 catcher pouches furnished on orders made during the period from July 1, 1901, to December 29, 1902, by reason of error in contract.

d 6 cents each deducted on 1,264 No. 1 sacks on account of bottoms being made of No. 3 instead of No. 5 canvas.

P.—Statement of expenditures out of the appropriation for mail locks and keys, chains, tools, and machinery, and for labor and material for repairing same during the fiscal year ended June 30, 1903.

Articles.	Cost.
Labor.....	\$36,436.64
Brass.....	1,785.07
Castings.....	1,485.76
Steel.....	568.42
Wire, brass, steel, phosphor bronze, and charcoal iron.....	1,175.08
Waste.....	48.16
Acid.....	109.25
Tin.....	320.80
Pyralin disks (4,000).....	140.00
Key chains (4,000 short and 4,000 long).....	960.00
Flat key rings (2,000).....	15.00
Wooden tank and acid pump.....	18.37
"Crystal Fountain" filter.....	9.00
Portable electrical grinder with wheel, 110-volt.....	40.75
Laundry.....	8.62
Miscellaneous expenses for tools, stock, etc.....	477.76
Total.....	42,577.68
Unexpended balance of appropriation.....	422.37
Appropriation.....	43,000.00

Q.—Statement of expenditures out of the appropriation for rent of building for mail-bag and mail-lock repair shops, and for fuel, gas, watchmen and charwoman, oil, and repair of machinery for said shops during the fiscal year ended June 30, 1903.

Items.	Cost.
Rent of building for mail-bag and mail-lock repair shops.....	\$5,000.00
Rent of blacksmith shop.....	96.00
Wages paid charwoman.....	240.00
Repair of machinery.....	558.68
Leather belting.....	114.47
Coal (381½ tons).....	1,802.72
Wood.....	17.36
Charcoal (50 barrels).....	15.00
Oil (710½ gallons).....	169.96
Gas.....	459.40
Total.....	8,473.68
Unexpended balance of appropriation.....	26.42
Appropriation.....	8,500.00

R.—Comparative statement of the number of mail pouches and sacks purchased, made, repaired, and condemned during fiscal years 1901-2 and 1902-3.

	1901-2.					1902-3.				
	Pur- chased.	Made at shop.	Re- paired.	Total.	Con- demn- ed.	Pur- chased.	Made at shop.	Re- paired.	Total.	Con- demn- ed.
Pouches:										
No. 2.....	12,016	400	58,399	70,815	14,281	18,843	200	46,596	65,639	10,653
No. 3.....	7,056	200	41,458	48,718	8,654	10,022	100	33,826	43,948	8,975
No. 4.....	2,026		19,488	21,514	10,040	3,250		15,804	19,054	6,004
No. 5.....	24	11,670	5,610	17,204	2,070		6,202	5,104	11,306	1,714
Through registered pouches:										
No. 1.....			2,107	2,107	210		200	2,320	2,520	214
No. 2.....		751	3,251	4,002	436		1,270	2,434	3,704	339
No. 3.....								231	231	34
Catcher pouches.....	9,041	1,006	87,120	97,166	5,259	9,983		86,820	96,808	6,490
Horse-mail bags:										
No. 1.....		540	1,032	1,602	1,023		25	1,266	1,291	866
No. 2.....		451	279	730	254		1,666	201	1,867	329
No. 3.....		347	83	430	226		898	73	971	247
Sacks for 2d, 3d, and 4th class matter:										
No. 1.....	60,000	4,000	1,154,268	1,218,268	11,221	55,154		1,332,741	1,397,895	29,008
No. 2.....	10,105	500	144,793	155,398	2,234	11,720	500	169,327	181,547	1,599
No. 3.....	11,846		12,935	24,781	733	10,000	200	15,482	25,682	1,064
Foreign registered sacks:										
No. 0.....	800		467	1,267	70	2,000		487	2,487	63
No. 1.....	1,500		304	1,804	54	2,002		296	2,298	36
No. 2.....			101	101	31	1,000		295	1,295	26
No. 3.....			78	78	11			115	115	5
Foreign canvas sacks:										
No. 0.....			492	492	85	2,500		1,355	3,855	50
No. 1.....	3,500	400	5,766	9,666	658	5,002		7,330	12,332	608
No. 2.....	500		1,882	1,882	68	1,000		1,718	2,718	40
No. 3.....			980	980	350	400		1,603	2,003	126
Inner registered sacks:										
No. 2.....		2,228	1,790	4,018	813			2,102	2,102	634
No. 3.....		1,217	325	1,542	383			458	458	253
No. 4.....		800	7	807	112			9	9	98
Sea island sacks.....			319	319	16			245	245	20
Coin sacks.....		4,114		4,114			3,636		3,636	
Special pouches for letter boxes.....			74	74			15	140	155	
Knap-sack pouches.....			4	4	2					
R. M. S. waste sacks.....	3,881		623	4,504	766			1,419	1,419	969
Special "SA" army pouches.....			9	9						
Pneumatic-tube pouches.....							189	11	150	
Special miscellane- ous pouches.....		25		25			1		1	
Leather label holders.....		24		24			3		3	
Special third ave- nue pouches.....										
Special Cuban pouches.....							5		5	
Special M. O. B. sacks for Canadian ex- changes.....		12		12						
Special R. M. S. can- vas sacks.....			387	387	39			367	367	20
Special Alaska pouches.....			6	6						
Total.....	122,294	23,184	1,543,867	1,694,305	60,099	182,876	15,060	1,730,170	1,878,106	70,484

^a Exclusive of 1,964 No. 2 and 1,478 No. 3 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the mail-bag repair shop for the exclusive use of that service.

^b Exclusive of 1,217 No. 3 and 18 No. 4 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the bag shop for the exclusive use of that service.

^c No. 5 "C" pouches.

S.—Itemized statement of the work done at the mail-lock repair shop, Washington, D. C., during the fiscal year ended June 30, 1903, compared with the quantity of work done during the previous fiscal year.

Articles.	1902.	1903.
Eagle mail locks made.....	22,329	59,873
Eagle mail locks repaired.....	74,216	50,600
Eagle mail locks inspected.....	76,056	88,127
Letter-box padlocks made (old style).....	15,785	17,955
Letter-box padlocks repaired (old style).....	3,669	4,340
Inside letter-box locks made (old style).....	350	526
Inside letter-box locks repaired (old style).....	2,969	2,607
Inside letter-box locks "I B" made.....	92	131
Inside letter-box locks "I B" repaired.....	607	519
Inside letter-box locks "Arrow" made.....	75	864
Inside letter-box locks "Arrow" repaired.....	7	2
Rotary registered-mail locks repaired.....	6,997	6,421
Rotary registered-mail locks made.....		2,000
Rotary registered-mail locks made over.....	659	
R. M. S. blue rotary registered-mail locks made.....		200
R. M. S. blue rotary registered-mail locks repaired.....		7
R. M. S. blue rotary registered-mail locks made over.....	350	100
Star-route registered locks repaired.....	200	200
Letter-box padlocks made (new style).....	196	2,167
Letter-box padlocks repaired (new style).....	473	533
Special mail locks made.....	53	6
Special mail locks repaired.....	11	10
Eagle mail-lock keys made.....	6,540	5,901
Letter-box padlock keys made (old style).....	7,984	9,296
Rotary registered-mail lock keys made.....		200
R. M. S. blue rotary registered-mail lock keys made.....	150	400
Letter-box padlock keys made (new style).....	82	807
Inside letter-box lock keys made (old style).....	490	1,201
Inside letter-box lock keys made, "I B".....	788	512
Inside letter-box lock keys made, "Arrow".....	25	125
Special mail-lock keys made.....	91	6
Postal signal-box lock keys numbered.....		250
Mail-bag cord fasteners made.....	108,402	95,879
Mail-bag cord fasteners repaired.....	102,501	139,577
Cord clamps made.....	469,701	444,428
Label cases made (brass and steel).....	58,525	64,045
Circular label holders made (complete).....	26,800	37,200
Mail-pouch clips made (brass and steel).....	29,900	11,200
Staples made (brass and steel)..... pounds.	2,6604	3,256
Staples tinned..... do.		
Burrs made (brass and steel)..... do.	634	16
Burrs tinned..... do.	500	
Double burrs made (brass and steel)..... do.	1,6644	2,466
Leather double burrs made.....	18,145	
Fasteners for soft-head pouches made.....	40,536	50,404
Fasteners for soft-head pouches repaired.....		177
Grommets made..... pairs.	180,755	79,615
Railway Mail Service badges repaired.....	85	206
"D" rings made..... pounds.	81	
Cockeyes made (brass and steel)..... do.	1,350	159
Rivets made (brass and steel)..... do.	1184	125
Rivets tinned..... do.	497	80
Key chains dipped and repaired.....	450	1,540
Clamps for inner-registered sacks made over.....	600	
Clamps for inner-registered sacks cleaned and lacquered..... pairs.	3,125	
Scales repaired, 8-ounce.....	2,298	2,380
Scales repaired, 4-pound.....	201	201
Scales repaired, 500-pound.....	8	1
Scales repaired, 240-pound.....	6	
Special letter-box frames repaired.....		16
Equipment furnished Cuban mail service:		
Rotary registered-mail locks repaired.....	46	
Rotary registered locks made over.....	50	
"Star" mail locks made.....	500	
"Star" mail locks repaired.....	84	25
"Star" mail-lock keys made.....	200	
Equipment furnished Philippine Islands mail service:		
Pouch locks made (tinned).....	800	500
Cord fasteners made (tinned).....		512
Pouch locks repaired.....	2	
Rotary registered locks made over.....	200	
Letter-box padlocks made (new style).....	100	
Pouch-lock keys made.....	200	200
Rotary registered lock keys made.....	25	
Letter-box padlock keys made (new style).....	25	
Pouch label cases made (tinned).....	602	312
Sack label cases made (tinned).....	400	850
Equipment furnished Porto Rican mail service:		
Pouch locks repaired.....	4	1
Equipment furnished Hawaiian mail service:		
Rotary registered locks made over.....	75	
Brass locks repaired.....		2
Brass-lock keys made.....		15
Pouch label cases made.....	5	

T.—Table showing (in round numbers), for each of the past twenty-seven years, (1) the number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of kinds of bags bought; (6) number of all kinds of bags bought; (7) number of packages of letters handled by railway postal clerks; (8) number of sacks handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of mail routes; (11) total length of mail routes; (12) number of miles of transportation of mails.

Fiscal year.	Number post-offices first of fiscal year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number bags bought.	Number postal clerks.	Total number packages of letters handled by railway postal clerks.	Number sacks of second, third, and fourth class matter handled by railway postal clerks.	Registered packages, pouches, and cases handled by railway clerks.	Total number of mail routes.	Total length of mail routes.	Total number of miles of transportation of mails.
1877	36,333	\$175,000	\$165,641	\$67,389	98,700	2,500	28,103,100	1,900,000	1,074,000	9,284	292,820	147,358,000
1878	37,843	190,000	180,275	74,463	78,798	2,608	28,393,000	4,072,000	9,280,000	9,917	302,946	157,188,000
1879	39,258	185,000	170,276	64,413	104,021	2,646	28,980,000	4,072,000	10,386,000	10,863	312,711	167,381,000
1880	40,675	185,000	146,601	40,191	163,814	2,646	41,892,000	6,598,000	11,703,000	11,112	348,883	178,227,000
1881	43,012	185,000	138,929	40,918	100,908	3,170	45,100,000	6,598,000	12,029,000	11,592	348,006	186,756,000
1882	44,512	200,000	198,380	51,212	120,000	3,570	58,890,000	9,978,000	14,804,000	12,965	348,618	194,802,000
1883	46,221	200,000	199,489	45,212	120,000	3,565	62,198,000	9,978,000	16,295,000	12,965	353,166	211,890,000
1884	47,693	220,000	217,268	46,128	176,800	4,897	68,882,000	11,494,000	17,086,000	13,415	359,580	227,778,000
1885	50,017	250,000	245,995	48,168	176,800	4,873	76,449,000	12,478,000	16,614,000	14,208	386,251	258,778,000
1886	51,262	275,000	260,188	48,464	221,662	4,673	82,697,000	12,908,000	16,823,000	22,798	397,266	285,778,000
1887	53,614	290,000	285,392	50,138	196,800	4,651	96,273,000	17,319,000	16,804,000	23,765	397,874	270,778,000
1888	55,317	275,000	247,080	54,087	196,800	5,094	98,273,000	17,319,000	16,804,000	24,949	416,159	287,251,000
1889	57,576	285,000	282,857	84,915	119,785	5,438	102,714,000	21,962,000	17,715,000	26,661	427,991	310,802,000
1890	62,401	275,000	274,793	84,915	158,454	6,082	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1891	67,113	290,000	290,928	100,898	183,400	6,415	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1892	68,408	290,000	290,928	100,898	183,400	6,415	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1893	69,806	290,000	290,928	100,898	183,400	6,415	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1894	70,806	290,000	290,928	100,898	183,400	6,415	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1895	70,806	290,000	290,928	100,898	183,400	6,415	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1896	70,806	290,000	290,928	100,898	183,400	6,415	120,152,301	21,962,000	17,882,478	26,108	427,991	310,802,000
1897	71,022	345,000	341,958	122,305	190,187	7,038	157,494,242	36,129,844	16,446,170	31,967	454,746	398,908,966
1898	73,570	320,000	319,043	128,412	229,171	7,579	158,741,568	39,178,626	16,256,653	31,967	454,746	420,860,658
1899	75,000	275,000	274,642	118,909	a 194,178	7,999	177,960,671	41,557,132	16,454,166	31,967	454,746	420,860,658
1900	76,688	275,000	274,000	118,909	a 194,178	8,388	177,960,671	41,557,132	16,454,166	31,967	454,746	420,860,658
1901	76,945	275,000	274,000	118,909	a 194,178	8,388	177,960,671	41,557,132	16,454,166	31,967	454,746	420,860,658
1902	76,945	275,000	274,000	118,909	a 194,178	8,388	177,960,671	41,557,132	16,454,166	31,967	454,746	420,860,658
1903	74,169	275,000	274,000	118,909	a 194,178	8,388	177,960,671	41,557,132	16,454,166	31,967	454,746	420,860,658

a Including these made at the mail-bag repair shop.

b Exclusive of the following articles, furnished by the Cuban postal administration to replace equipment supplied from our stock for the use of the Cuban postal service immediately after military occupation of the island: 1,034 No. 2 Class B pouches; 990 No. 6 and 1,000 No. 1 foreign registered sacks. c Exclusive of the following articles, furnished by the Cuban and Porto Rican postal services, respectively, to replace equipment supplied from our stock for the use of these islands: 1,541 No. 2 sacks; 1,541 No. 1 sacks furnished by Porto Rico. d Exclusive of 1,964 No. 2 and 1,478 No. 3 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the mail-bag repair shop for the exclusive use of that service. e Exclusive of 1,217 No. 3 and 18 No. 1 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the mail-bag repair shop.

U.—Statement of work done in the mail-bag repair shop and mail-bag storehouse during the fiscal year ended June 30, 1903.

MAIL-BAG REPAIR SHOP.

	On hand July 1, 1902.	Received during the year.	Total.	Repaired during the year.	Made during the year.	Condemned during the year.	Total.	Balance on hand July 1, 1903.
Pouches:								
No. 2.....	2,429	56,782	59,161	46,596	200	10,658	57,449	1,712
No. 3.....	1,948	44,199	46,142	38,826	100	8,975	42,901	3,241
No. 4.....	247	22,263	22,510	16,804		6,004	21,806	702
No. 5.....	352	12,764	13,116	5,104	6,202	1,714	13,020	96
Through registered pouches:								
No. 1.....	853	1,899	2,752	2,320	200	214	2,784	18
No. 2.....	133	3,944	4,077	2,484	1,270	339	4,043	84
No. 3.....	136	139	275	231		34	265	10
Catcher pouches.....	2,377	91,207	93,584	86,820		6,490	98,310	274
Horse mail bags:								
No. 1.....	54	2,204	2,258	1,266	25	866	2,157	101
No. 2.....	25	2,401	2,426	201	1,666	329	2,196	230
No. 3.....	5	1,238	1,238	73	898	247	1,218	20
Sacks for second, third, and fourth class matter:								
No. 1.....	18,318	1,844,702	1,863,020	1,832,741		29,006	1,361,749	1,271
No. 2.....	674	171,488	172,162	169,327	500	1,569	171,426	786
No. 3.....	576	16,170	16,746	15,482	200	1,064	16,746	
Sea-island sacks.....	43	222	265	245		20	265	
United States foreign registered sacks:								
No. 0.....	15	585	550	487		63	550	
No. 1.....	17	315	332	296		36	332	
No. 2.....	2	319	321	295		26	321	
No. 3.....		120	120	116		5	120	
United States foreign canvas sacks:								
No. 0.....	3	1,414	1,417	1,355		50	1,405	12
No. 1.....	140	8,040	8,180	7,390		608	7,938	242
No. 2.....	22	1,751	1,773	1,718		40	1,758	15
No. 3.....	53	1,695	1,748	1,608		126	1,729	19
Domestic inner register sacks:								
No. 2.....	348	2,478	2,821	2,102		634	2,736	86
No. 3.....	77	650	727	453		253	706	21
No. 4.....	2	105	107	9		98	107	
Railway Mail Service waste sacks.....	182	2,206	2,388	1,419		969	2,388	
Coin sacks.....		3,636	3,636		3,636		3,636	
Knapsack pouches.....		15	15		15		15	
Alaska pouches.....								
Special "SA" pouches.....								
Pneumatic-tube pouches.....		150	150	11	139		150	
Special R. M. S. sacks.....	9	388	397	367		20	387	10
Special Alaska sacks.....								
Special Cuban pouches.....		5	5		5		5	
Letter-box pouches.....		140	140	140			140	
Miscellaneous special pouches.....		1	1		1		1	
Leather label cases.....		3	3		3		3	

U.—Statement of work done in the mail-bag repair shop and mail-bag storehouse during the fiscal year ended June 30, 1903—Continued.

MAIL-BAG STOREHOUSE.

	On hand July 1, 1902.	Received from sundry sources.	Received from repair shop.	Total.	Shipped during the year.	Balance on hand July 1, 1903.
Pouches:						
No. 2	2,205	36,895	46,796	85,896	85,282	614
No. 3	686	32,340	33,926	66,902	66,613	289
No. 4	1,300	14,144	15,804	31,248	30,896	350
No. 5	88	8,270	11,306	19,664	17,733	1,931
Through registered pouches:						
No. 1	6	328	2,520	2,854	2,280	574
No. 2	14	445	3,704	4,163	3,368	795
No. 3	715	87	231	1,033	457	576
Catcher pouches	276	29,169	86,820	116,265	114,865	1,400
Horse mail bags:						
No. 1	39	77	1,291	1,407	1,374	33
No. 2	20	163	1,967	2,050	1,614	436
No. 3	57	77	971	1,105	580	525
Sacks for second, third, and fourth class matter:						
No. 1	12,165	1,048,004	1,392,741	2,392,910	2,387,096	5,815
No. 2	5,672	268,756	169,827	444,254	432,639	11,615
No. 3	499	49,175	15,682	65,356	59,496	5,860
Sea-island sacks	1,718	177	245	2,140	75	2,065
United States foreign register sacks:						
No. 0	89	940	487	1,516	1,430	86
No. 1	236	1,847	296	2,379	2,365	14
No. 2	10	1,342	296	1,647	1,173	474
No. 3	945	190	115	1,250	322	928
United States foreign canvas sacks:						
No. 0	89	982	1,355	2,426	2,230	196
No. 1	595	3,165	7,330	11,090	10,825	265
No. 2	2,363	1,530	1,718	5,611	4,956	655
No. 3	2,638	701	1,603	4,942	3,361	1,581
Domestic inner register sacks:						
No. 2	1,407	225	2,102	3,734	2,641	1,093
No. 3	619	48	453	1,120	1,047	73
No. 4	1,039	41	9	1,089	156	933
Railway Mail Service waste sacks	1,743	1,963	1,419	5,145	3,661	1,484
Coin sacks			3,636	3,636	3,236	400
Knapsack pouches	3		15	18	15	3
Alaska pouches	6			6	6	
Special "SA" pouches	74			74	25	49
Special Railway Mail Service canvas sacks	390	1	367	758	285	473
Special Alaska sacks	112			112		112
Special Cuban pouches			5	5	5	
Pneumatic-tube pouches			150	150	150	
Letter-box pouches			140	140	140	
Miscellaneous special pouches			1	1	1	
Leather label cases			3	3	3	

V.—*Remized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last fourteen fiscal years.*

Fiscal year ending—	Carrier satchels.	Pouches.					Through registered pouches.		
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
June 30, 1890:									
Repaired		222	24,382	28,829	17,290	5,848	1,575	1,162	421
Condemned		16	96	221	216	210	165	172	115
June 30, 1891:									
Repaired		233	28,120	24,664	18,362	6,672	1,080	569	146
Condemned		3	53	97	92	67	166	139	30
June 30, 1892:									
Repaired	644	50	29,303	27,657	20,155	7,465	1,074	1,115	347
Condemned		3	68	72	63	28	97	141	63
June 30, 1893:									
Repaired		5	36,642	32,608	23,067	9,132	928	635	13
Condemned	a 705		126	116	109	27			
June 30, 1894:									
Repaired			51,704	44,467	31,389	13,413	1,216	1,902	520
Condemned	(b)	25	566	525	406	238		1	15
June 30, 1895:									
Repaired			44,968	42,870	29,204	11,127	581	1,298	142
Condemned			1,763	1,782	1,384	670			
June 30, 1896:									
Repaired			47,230	42,956	27,527	11,893	1,349	1,435	258
Condemned			2,581	3,133	2,497	1,205	7	15	9
June 30, 1897:									
Repaired			49,757	44,821	29,529	10,501	1,063	1,576	318
Condemned			1,118	1,018	1,006	392		1	1
June 30, 1898:									
Repaired			56,409	44,698	26,607	7,672	1,568	1,817	95
Condemned			8,374	7,302	5,117	3,094	184	259	74
June 30, 1899:									
Repaired			62,409	42,241	27,270	5,786	469	1,016	5
Condemned			5,701	5,776	3,298	1,829	57	117	
June 30, 1900:									
Repaired			61,317	40,006	26,699	6,139	2,182	2,533	216
Condemned			7,436	6,830	3,676	1,964	73	164	11
June 30, 1901:									
Repaired			59,912	37,399	22,167	3,292	982	2,484	41
Condemned			9,895	8,893	6,118	1,650	68	162	8
June 30, 1902:									
Repaired			58,399	41,458	19,488	5,510	2,107	3,251	
Condemned			14,281	8,654	10,040	2,070	210	436	
June 30, 1903:									
Repaired			46,596	33,826	15,804	5,104	2,320	2,484	231
Condemned			10,658	8,975	6,004	1,714	214	339	34

a Condemned and made over into No. 2 pouches.
 b 220 carrier satchels and miscellaneous sacks.

V.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last fourteen fiscal years—Continued.*

Fiscal year ending—	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.			United States foreign registered sacks.			
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
June 30, 1890:											
Repaired	16,026	870	718	384	651,587	49,875	12,721	.....	.....	.....	500
Condemned	2,509	585	298	98	42,540	1,882	.....	.....	.....	.....	.....
June 30, 1891:											
Repaired	19,059	684	505	242	1,071,220	42,800	4,483	.....	.....	.....	.....
Condemned	2,719	490	326	115	82,028	569	28	.....	.....	.....	.....
June 30, 1892:											
Repaired	28,364	479	356	^a 409	1,062,898	56,977	6,752	34	255	114	28
Condemned	1,443	517	219	50	140,463	288	175	10	65	35	32
June 30, 1893:											
Repaired	38,221	363	267	^b 815	1,015,854	70,987	10,972	.....	.....	52	.....
Condemned	832	351	289	116	55,938	618	71	.....	.....	17	.....
June 30, 1894:											
Repaired	45,934	536	479	257	1,042,343	86,462	6,686	94	295	61	20
Condemned	86	759	527	183	72,814	785	571	1	8	20	23
June 30, 1895:											
Repaired	49,183	669	253	256	1,224,098	91,462	4,767	40	74	29	7
Condemned .....	.....	696	515	243	85,320	1,648	291	.....	6	2	4
June 30, 1896:											
Repaired	51,776	913	212	166	1,370,077	65,200	10,064	96	253	158	20
Condemned	5,239	587	348	203	159,172	6,991	283	12	100	10	2
June 30, 1897:											
Repaired	69,801	1,126	438	280	1,166,296	70,276	7,104	215	341	165	63
Condemned	2,907	410	189	98	96,788	6,317	812	21	8	9	5
June 30, 1898:											
Repaired	63,778	1,329	302	213	985,790	83,944	19,389	146	309	122	19
Condemned	9,826	1,216	317	269	148,609	12,780	302	40	55	29	19
June 30, 1899:											
Repaired	71,027	808	296	189	999,087	95,854	23,750	75	211	118	41
Condemned	3,928	1,355	331	282	97,678	9,805	746	35	82	9	4
June 30, 1900:											
Repaired	86,949	900	204	151	1,085,817	84,918	20,643	143	266	175	178
Condemned	4,816	1,085	310	258	73,400	12,652	655	16	94	63	11
June 30, 1901:											
Repaired	96,940	1,174	311	215	1,081,235	105,589	18,250	245	181	35	5
Condemned	5,611	955	260	192	10,617	4,582	1,215	37	34	20	6
June 30, 1902:											
Repaired	87,120	1,062	279	88	1,154,268	144,793	12,985	467	304	101	78
Condemned	5,259	1,023	254	226	11,221	2,284	788	70	54	31	11
June 30, 1903:											
Repaired	86,820	1,266	201	78	1,332,741	169,327	15,482	487	296	295	115
Condemned	6,490	866	329	247	29,008	1,599	1,064	63	36	26	5

^a 160 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

^b 96 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

V.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last fourteen fiscal years—Continued.

Fiscal year ending—	United States foreign canvas sacks.				Inner register sacks.				Boyle pouches.	Sea-island sacks.	Knap-sack pouches.
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 4.			
June 30, 1890:											
Repaired	129	2,152	1,121	.....	151	342	81	25	.....	.....	.....
Condemned .....	.....	89	56	6	28	27	9	2	.....	.....	.....
June 30, 1891:											
Repaired .....	.....	2,702	216	279	850	2,189	1,412	1,113	.....	.....	.....
Condemned	456	981	297	142	6	21	134	63	.....	.....	.....
June 30, 1892:											
Repaired	686	2,489	308	407	352	877	216	64	.....	.....	.....
Condemned	39	546	76	10	157	7	.....	.....	.....	.....	.....
June 30, 1893:											
Repaired	30	119	23	2,911	5	949	.....	.....	.....	.....	.....
Condemned	18	195	47	60	705	7	.....	.....	.....	.....	.....
June 30, 1894:											
Repaired	359	3,484	1,602	3,059	.....	1,670	559	182	277	.....	.....
Condemned	41	291	64	195	23	319	54	20	.....	.....	.....
June 30, 1895:											
Repaired	594	2,797	814	1,889	.....	1,928	508	141	250	7,088	.....
Condemned	3	82	30	125	129	1,732	862	319	.....	.....	.....
June 30, 1896:											
Repaired	1,260	5,227	2,362	2,639	.....	89	227	.....	.....	184	.....
Condemned	12	95	18	25	.....	156	87	47	.....	.....	.....
June 30, 1897:											
Repaired	414	4,512	1,582	2,331	.....	1,346	431	695	.....	98	.....
Condemned	83	31	48	112	.....	654	325	151	.....	12	.....
June 30, 1898:											
Repaired	342	3,613	1,383	1,323	.....	1,809	796	13	.....	13	6
Condemned	10	59	4	64	.....	865	345	195	.....	28	3
June 30, 1899:											
Repaired	362	5,493	1,653	3,157	.....	1,184	317	7	.....	995	.....
Condemned	28	208	32	133	.....	416	235	53	.....	.....	.....
June 30, 1900:											
Repaired	469	5,740	1,491	2,300	.....	1,548	463	68	.....	367	.....
Condemned	10	166	31	231	.....	433	239	172	.....	71	.....
June 30, 1901:											
Repaired	425	4,856	1,514	1,957	.....	1,917	352	29	.....	413	.....
Condemned	12	170	31	142	.....	785	398	133	.....	29	.....
June 30, 1902:											
Repaired	492	5,766	1,382	980	.....	1,790	325	7	.....	319	4
Condemned	85	658	68	350	.....	813	388	112	.....	16	2
June 30, 1903:											
Repaired	1,355	7,330	1,718	1,603	.....	2,102	453	9	.....	245	.....
Condemned	50	608	40	126	.....	634	253	98	.....	20	.....

a Condemned and made over into No. 2 sacks.

V.—*Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) the per cent of mail bags repaired and the per cent condemned at the mail-bag repair shop during each of the last fourteen fiscal years—Continued.*

[illegible]

W.—Table showing the number of each size of various kinds of mail bags and locks issued by the mail-bag depository of New York, N. Y., during each month of the fiscal year ended June 30, 1903.

Month.	Pouches.				Through registered pouches.			Catcher pouches.
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
July, 1902.....	27,408	52,949	26,627	9,997	1,657	4,615	.....	3,924
August, 1902.....	25,274	45,407	29,402	10,157	1,618	4,476	.....	4,024
September, 1902.....	24,837	47,816	27,856	9,935	1,646	4,397	.....	4,546
October, 1902.....	25,737	37,858	24,512	9,717	1,900	4,610	.....	5,014
November, 1902.....	24,415	32,088	21,865	9,008	1,724	4,455	.....	4,634
December, 1902.....	24,895	34,424	24,853	9,360	2,068	4,912	1	4,609
January, 1903.....	26,052	34,226	25,853	9,608	1,491	4,506	.....	5,481
February, 1903.....	22,459	31,226	22,799	8,785	1,397	4,576	.....	5,029
March, 1903.....	24,329	36,882	25,475	8,729	1,497	4,798	.....	5,598
April, 1903.....	23,318	35,752	24,850	8,479	1,495	4,988	72	4,946
May, 1903.....	23,878	35,870	24,865	8,523	1,586	5,048	72	4,640
June, 1903.....	27,421	39,506	25,780	7,350	1,527	5,046	32	4,491
Total.....	299,023	467,003	304,348	109,578	19,625	56,516	171	56,336
Grand total...	1,179,962				76,312			56,336

Month.	Third avenue pouches.	Special R. M. S. sacks.	Inner registered sacks.			Sacks for 2d, 3d, and 4th class matter.		
			No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.
July, 1902.....	181	12	1,317	1,083	598	590,846	39,486	15,085
August, 1902.....	181	12	1,201	1,055	583	556,435	40,597	13,743
September, 1902.....	181	12	1,069	1,067	662	518,061	42,167	12,589
October, 1902.....	181	14	1,069	1,072	765	542,222	44,062	11,740
November, 1902.....	181	14	1,119	1,014	688	574,705	40,456	7,820
December, 1902.....	181	14	2,026	1,606	777	624,827	46,244	8,601
January, 1903.....	181	14	1,645	1,638	620	647,887	38,380	7,681
February, 1903.....	181	14	1,309	1,317	434	570,363	37,244	6,961
March, 1903.....	181	14	1,919	1,625	325	637,610	43,634	9,298
April, 1903.....	181	14	1,887	1,717	358	623,894	54,066	9,578
May, 1903.....	181	14	1,879	1,694	399	583,335	45,478	9,387
June, 1903.....	181	14	1,891	1,690	463	589,747	40,959	11,854
Total.....	2,172	162	18,351	16,578	6,910	7,269,456	507,793	124,537
Grand total...	2,172	162	31,889			7,891,566		

Month.	Sea Island sacks.	Foreign canvas sacks.				Foreign register sacks.				Mail locks.	
		No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1902.....	17	1,631	12,024	3,144	2,634	648	1,576	596	136	9,180	109,749
August, 1902.....	11	1,533	13,971	2,308	2,499	503	1,733	591	136	9,014	111,465
September, 1902.....	19	2,353	13,831	2,455	2,685	2,045	1,800	605	126	8,729	108,168
October, 1902.....	15	3,603	15,083	3,397	2,156	1,897	1,705	760	126	9,275	88,831
November, 1902.....	30	3,450	14,638	3,198	1,971	1,497	1,691	723	131	9,371	78,848
December, 1902.....	13	3,499	15,892	2,219	1,815	1,827	1,856	610	183	11,672	85,846
January, 1903.....	8	3,923	12,484	1,890	1,809	1,283	1,937	279	136	11,141	85,388
February, 1903.....	6	2,705	12,608	2,034	1,971	1,024	1,511	284	136	9,547	77,516
March, 1903.....	10	2,655	12,241	2,585	1,783	986	2,014	357	148	10,681	82,955
April, 1903.....	10	2,596	11,775	2,492	1,988	965	1,992	343	148	10,917	82,211
May, 1903.....	8	2,324	14,126	3,225	2,083	914	1,922	520	148	11,276	85,840
June, 1903.....	20	2,942	10,940	3,405	2,180	965	2,074	360	88	11,168	88,251
Total.....	166	34,217	159,596	32,352	25,464	14,554	21,811	6,006	1,592	121,970	1,084,567
Grand total	166	251,629				43,965				1,206,537	

X.—Table showing amount of equipment issued by each of the eight grand depository office during the fiscal year ended June 30, 1903.

	Pouches.				Through registered pouches.			Catcher pouches.
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
Atlanta, Ga.....	23, 108	10, 147	3, 426	2, 270	283	9, 759	.....	8, 624
Boston, Mass.....	113, 397	205, 738	183, 768	113, 581	4, 148	20, 311	1, 670	12, 586
Chicago, Ill.....	564, 241	249, 877	80, 778	43, 681	7, 976	64, 106	248	27, 772
Cincinnati, Ohio.....	58, 798	74, 422	50, 343	33, 991	1, 561	21, 689	859	13, 765
New York, N. Y.....	299, 023	467, 008	304, 348	109, 578	19, 625	56, 516	171	56, 336
St. Louis, Mo.....	188, 064	61, 118	115, 991	22, 698	16, 281	62, 459	7	24, 292
St. Paul, Minn.....	50, 619	26, 972	11, 384	5, 672	2, 513	10, 124	.....	4, 946
San Francisco, Cal.....	83, 152	49, 720	10, 091	24, 140	4, 245	6, 477	585	12, 901
Total.....	1, 330, 492	1, 144, 992	750, 129	356, 511	56, 582	251, 441	3, 540	161, 232
Grand total....	3, 931, 124				311, 563			161, 232

	Horse mail bags.			Third avenue pouches.	Special R. M. S. sacks.	Inner registered sacks.		
	No. 1.	No. 2.	No. 3.			No. 2.	No. 3.	No. 4.
Atlanta, Ga.....	22	31	16	.....	.....	794	8	1
Boston, Mass.....	.....	.....	.....	.....	.....	7, 176	19, 632	737
Chicago, Ill.....	.....	.....	.....	.....	.....	21, 164	3, 965	.....
Cincinnati, Ohio.....	78	.....	.....	.....	.....	5, 242	9, 432	2, 505
New York, N. Y.....	.....	.....	.....	2, 172	162	18, 851	16, 578	6, 910
St. Louis, Mo.....	.....	118	.....	.....	.....	27, 325	1	.....
St. Paul, Minn.....	.....	.....	.....	.....	.....	4, 915	84	7
San Francisco, Cal.....	312	21	50	.....	.....	18, 209	466	.....
Total.....	412	170	66	2, 172	162	108, 166	50, 366	10, 180
Grand total....	648			2, 172	162	166, 702		

	Sacks for 2d, 3d, and 4th class matter.			Sea Island sacks.	Foreign canvas sacks.			
	No. 1.	No. 2.	No. 3.		No. 0.	No. 1.	No. 2.	No. 3.
Atlanta, Ga.....	278, 460	2, 568	337	.....	.....	.....	.....	.....
Boston, Mass.....	1, 827, 237	286, 918	10, 250	.....	691	5, 767	7, 905	.....
Chicago, Ill.....	3, 537, 640	13, 851	10, 331	.....	2, 106	8, 126	4, 338	8, 827
Cincinnati, Ohio.....	1, 547, 285	79, 767	2, 400	.....	.....	.....	.....	.....
New York, N. Y.....	7, 259, 456	507, 793	124, 337	166	24, 217	159, 596	32, 352	25, 464
St. Louis, Mo.....	2, 456, 530	61, 508	.....	.....	1, 099	2, 306	4, 296	11, 067
St. Paul, Minn.....	607, 553	11, 507	.....	.....	.....	.....	.....	.....
San Francisco, Cal.....	967, 930	25, 497	1, 304	.....	617	22, 983	2, 907	3, 968
Total.....	18, 482, 141	989, 104	148, 969	166	28, 720	196, 728	51, 800	49, 326
Grand total....	19, 620, 204			166	428, 574			

	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
Atlanta, Ga.....	.....	.....	.....	.....	11, 059	40, 938
Boston, Mass.....	189	590	4, 793	4, 213	29, 066	610, 380
Chicago, Ill.....	.....	643	897	786	90, 156	898, 963
Cincinnati, Ohio.....	.....	.....	.....	.....	41, 539	143, 373
New York, N. Y.....	14, 554	21, 811	6, 008	1, 592	121, 970	1, 084, 567
St. Louis, Mo.....	.....	.....	.....	214	104, 931	324, 993
St. Paul, Minn.....	.....	.....	.....	.....	17, 131	62, 057
San Francisco, Cal.....	2, 035	1, 788	1, 868	511	28, 899	168, 473
Total.....	16, 728	24, 832	13, 566	7, 316	444, 791	3, 333, 744
Grand total....	62, 442				3, 778, 536	

Y.—Number of United States mail pouches and sacks in service June 30, 1903.

	In use July 1, 1901.	In use July 1, 1902.	Furnished un- der contract during year.	Made at repair shop.	Total.	Condemned and retired from service.	Sold to Philip- pine Islands postal admin- istration.	In use July 1, 1903.
Pouches:								
No. 2	64,669	64,868	18,843	200	83,411	10,653	300	72,458
No. 3	68,085	62,964	a 11,239	100	74,303	8,975		65,328
No. 4	47,579	39,565	a 8,268		42,883	6,004		36,879
No. 5	18,467	28,061		6,202	84,283	1,714	200	82,369
Through registered pouches:								
No. 1	3,013	2,808		200	3,008	214		2,799
No. 2	4,134	4,449		1,270	5,719	339		5,380
No. 3	2,167	2,167			2,167	34		2,133
Catcher pouches	36,490	41,267	9,983		51,250	6,490		44,760
Horse mail bags:								
No. 1	4,725	4,217		25	4,242	868	25	3,351
No. 2	1,936	2,183		1,668	3,799	329	25	3,445
No. 3	567	688		898	1,686	247		1,339
Sacks for second, third, and fourth class matter:								
No. 1	659,903	708,682	55,154		763,836	29,008		734,828
No. 2	106,721	114,592	11,720	500	125,812	1,599	500	124,713
No. 3	51,963	63,076	10,000	200	73,276	1,064	200	72,012
Inner registered sacks:								
No. 1	57	57			57			57
No. 2	3,017	4,432			4,432	634		3,798
No. 3	3,116	3,850			3,850	253		3,597
No. 4	785	973			973	98		875
Foreign canvas sacks:								
No. 0	4,835	4,750	2,500		7,250	50		7,200
No. 1	22,080	24,922	5,002		29,924	608		29,316
No. 2	16,856	15,788	1,000		16,788	40	500	16,248
No. 3	12,084	11,784	400		12,184	126		12,058
Foreign registered sacks:								
No. 0	7,442	8,172	2,000		10,172	63		10,109
No. 1	10,423	11,969	2,002		13,871	36		13,835
No. 2	2,686	2,655	1,000		3,655	26		3,629
No. 3	2,745	2,735			2,735	5	400	2,330
Coin sacks	33,146	37,260		3,636	40,897			40,897
Sea-island sacks	14,996	14,980			14,980	20		14,960
Knapsack pouches	23	21		15	36			36
Sacks for letter boxes	110	110			110			110
Special sacks for Alaska	250	250			250			250
Special pouches for Alaska	249	249			249			249
Special "SA" pouches	252	252			252			252
Special No. 3 sacks, strung	150	150			150			150
Special R. M. S. waste sacks	13,206	16,321			16,321	969		15,352
Special R. M. S. canvas sacks (for postal clerks)	2,929	2,890			5,890	20		2,870
"Queen Bee" pouches	51	51			51			51
Pneumatic-tube pouches	122	122		139	261			261
Special lock pouches	43	43			43			43
Total	1,215,562	1,303,687	a 184,111	15,051	1,462,851	70,494	2,150	1,380,217

a Including 1,217 No. 3 and 18 No. 4 pouches received in exchange from the Philippine Islands postal administration for distinctive equipment made at the bag shop for the exclusive use of that service.

b No. 5 "C" pouches.

Z.—Statement of condemned material sold at the mail equipment shops during the fiscal year ended June 30, 1903.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
Lewis Hopfenmaier	Aug. 29, 1902	Condemned clean canvas.	<i>Pounds.</i> 14,050	\$2.65 per 100 pounds.	\$372.33
W. B. O'Conner	Sept. 25, 1902	Condemned bag heads with rings.	2,628	57 cents per 100 pounds.	14.96
Lewis Hopfenmaier	Aug. 29, 1902	Condemned string	886	65 cents per 100 pounds.	5.76
Hans Rees' Sons	Oct. 25, 1902	Condemned scrap leather.	26,284	\$4.89 per 100 pounds.	1,285.29
Do	Dec. 5, 1902	do	4,500	do	24.45
Do	Jan. 9, 1903	do	24,902	do	1,217.71
Lewis Hopfenmaier	Nov. 4, 1902	Condemned clean canvas.	19,400	\$2.65 per 100 pounds.	514.10
Do	do	Condemned string	1,209	65 cents per 100 pounds.	7.86
Do	Apr. 20, 1903	Condemned jute	3,014	76 cents per 100 pounds.	22.91
W. B. O'Conner	Dec. 5, 1902	Condemned bag heads with rings.	3,285	57 cents per 100 pounds.	18.72
By advertisement	Dec. 1, 1902	Condemned boiler tubes.	4,348	66 cents per 100 pounds.	28.70
Lewis Hopfenmaier	Jan. 10, 1903	Condemned clean canvas.	19,268	\$2.65 per 100 pounds.	510.58
Do	Feb. 2, 1903	Condemned string	2,322	65 cents per 100 pounds.	15.09
W. B. O'Conner	Feb. 8, 1903	Condemned bag heads with rings.	3,309	57 cents per 100 pounds.	18.86
Lewis Hopfenmaier	Mar. 5, 1903	Condemned clean canvas.	17,095	\$2.65 per 100 pounds.	453.02
W. B. O'Conner	Mar. 12, 1903	Condemned bag heads with rings.	1,548	57 cents per 100 pounds.	8.82
By advertisement	Feb. 16, 1903	Condemned clean brass grommets.	3,549	\$7.74 per 100 pounds.	274.69
Do	Feb. 7 and 16, 1903.	Condemned brass, label cases, etc.	6,995	\$7.93½ per 100 pounds	555.05
Do	Feb. 16, 1903	Condemned web straps	405	37½ cents per 100 pounds.	1.52
Do	Jan. 27 and Feb. 3, 1903	Condemned staples, label cases, etc.	89,216	62½ cents per 100 pounds.	245.10
Do	Feb. 7, 1903	Condemned cast bronze.	1,793	\$9.33 per 100 pounds.	167.29
Do	Feb. 8, 1903	Condemned oriole.	162	7.02 cents per pound.	11.37
Do	do	Condemned scale beams, weights, etc.	1,981½	7.1 cents per pound.	140.69
Do	Feb. 10, 1903	Condemned phosphor-bronze springs.	208	8½ cents per pound.	17.68
W. B. O'Conner	Apr. 18, 1903	Condemned bag heads with rings.	1,883	57 cents per 100 pounds.	10.73
Lewis Hopfenmaier	do	Condemned clean canvas.	13,838	\$2.65 per 100 pounds.	366.57
Do	do	Condemned string	1,964	65 cents per 100 pounds.	12.77
Do	June 22, 1903	Condemned clean canvas.	18,880	\$2.65 per 100 pounds.	500.32
Do	do	Condemned string	1,828	65 cents per 100 pounds.	11.86
W. B. O'Conner	do	Condemned bag heads with rings.	3,111	57 cents per 100 pounds.	17.73
Hans Rees' Sons	July 7, 1903	Condemned scrap leather.	21,419	\$4.89 per 100 pounds.	1,047.39
Lewis Hopfenmaier	July 26, 1903	Condemned jute	913	76 cents per 100 pounds.	6.94

a Delivered to W. B. O'Conner, by direction of Hans Rees' Sons.

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY-MAIL SERVICE
TO THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1903.

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE

SECOND ASSISTANT POSTMASTER-GENERAL FOR 1903.

POST-OFFICE DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., October 26, 1903.

SIR: I have the honor to submit herewith my annual report of the operations of the Railway Mail Service for the fiscal year ended June 30, 1903, consisting of statistical tables showing the extent of the Service, number of clerks, miles run, mail distributed, examinations passed, errors made in distribution, casualties, comparisons with former years, etc., a statement of the cost of the Service during the past fiscal year, the probable cost during the present fiscal year, and estimates of the amounts necessary to maintain the Service during the year ending June 30, 1905, together with such remarks and recommendations as seem to me proper at this time.

NUMBER OF LINES AND CLERKS.

There were in operation on the 30th of June, 1903, 150 full railway post-office lines, manned by 2,052 crews, aggregating 6,208 clerks (including 59 acting clerks); 1,181 apartment railway post-office lines, manned by 2,982 crews, aggregating 3,365 clerks (including 45 acting clerks); 17 electric-car lines, with 17 crews and 19 clerks; 52 steam-boat lines, with 88 crews and 86 clerks (including 28 acting clerks); making a total of 1,400 lines of all kinds, manned by 9,678 clerks, which only covers the working force of the lines. In addition, there were 47 officials, 109 chief clerks, 445 transfer clerks employed in handling the mails at important junction points (including 17 acting clerks), and 276 clerks detailed to clerical duty in the various offices of the Service (including 2 acting clerks), making a grand total of 10,555 employees in the Service, an increase during the year of 824, as shown by the following table:

Year.	Officials.	Chief clerks.	Employed on rail-road lines.	Employed on steam-boat lines.	Employed on electric lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
1902	47	95	8,820	82	31	394	282	9,781
1903	47	109	9,573	86	19	445	276	10,555
Increase		14	753	4	a 12	51	14	824

a Decrease.

MILEAGE.

The miles of railroad covered by full railway post-office lines was 52,564.23; by apartment railway post-office lines, 119,468.09; by electric and cable car lines, 355.17; the miles covered by steamboat lines was 16,911.50, making a total mileage of 189,298.99 covered by railway post-office service. The annual miles run by crews on full railway post-office lines was 104,204,339; by crews on apartment railway post-office lines, 127,421,474; by crews on electric and cable car lines, 523,253; by crews on steamboat lines, 2,965,538, making a total of 235,114,604 annual miles of railway post-office service. In addition to this there was closed-pouch service on 21,522.44 miles of railroad, with an annual mileage traveled of 24,452,844; the same character of service on 3,515.33 miles of electric and cable lines, the annual mileage of which was 5,344,711; and 22,993.15 miles of closed-pouch service on steamboat lines, with an annual mileage of 2,566,941, making a total mileage of 48,030.92 for closed-pouch service, the annual mileage of which was 109,777,523. In addition to the above there were 77,413,027 annual miles of service by express pouches on other than railway post-office trains on lines on which there was service by clerks. This makes a grand total of 344,892,127 miles of service for the year by railroad, electric, cable, and steamboat lines, as shown by the following table:

Character of service.	Miles of service.		Annual miles of service.	
	1902.	1903.	1902.	1903.
Railway post-office service—				
On full-car lines	49,567.69	52,564.23	96,724,191	104,204,339
On apartment-car lines	115,577.83	119,468.09	121,756,721	127,421,474
On electric-car lines	380.50	355.17	608,806	523,253
On steamboat lines	14,800.91	16,911.50	2,490,282	2,965,538
Total	179,796.93	189,298.99	221,589,999	235,114,604
Closed-pouch service—				
On railroads	21,296.46	21,522.44	25,296,961	24,452,844
On electric lines	2,899.32	3,515.33	4,620,086	5,344,711
On steamboat lines	20,087.94	22,993.15	2,926,116	2,566,941
On express trains			68,783,606	77,413,027
Total	44,283.72	48,030.92	101,576,768	109,777,523
Grand total	224,080.65	237,329.91	323,166,767	344,892,127

EQUIPMENT.

There were at the close of the fiscal year under consideration 928 whole cars in use and 188 in reserve, 2,384 apartments in cars in use and 539 in reserve, making a total of 4,039 cars and apartments on railroad lines. In addition to this there were 20 cars on electric and cable lines and 87 apartments on steamboat lines, making a total of 4,146 whole cars and apartments.

MAIL DISTRIBUTED.

There were 8,654,147,680 pieces of first-class matter handled by railway postal clerks during the year closed and 7,845,654,950 pieces of second, third, and fourth class matter, making a total of 15,999,802,630 pieces, exclusive of registered matter. Of registered matter there were handled 27,679,030 packages and cases, 1,571,115 through registered pouches, and 646,918 inner registered sacks, making in all 29,897,063.

The following table will show the number of clerks assigned to lines, the amount of mail handled, the number of errors in distribution, with the per cent of increase or decrease, for the period shown:

Year ended June 30—	Number of clerks. (a)	Per cent of increase.	Pieces of mail matter distributed.	Per cent of increase.	Errors in distribution.	Per cent.		Pieces correct to each error.	Per cent.	
						Increase.	Decrease.		Increase.	Decrease.
1877	1,046	.....	864,700,000	.....	264,917	.....	.....	2,500	.....	.....
1888	5,094	.....	6,528,772,060	.....	1,765,821	.....	.....	3,694	.....	.....
1889	5,448	6.95	7,026,837,190	7.63	1,777,395	0.66	.....	3,954	7.04	.....
1890	5,836	7.12	7,847,728,000	10.28	2,769,245	55.81	.....	2,834	.....	28.33
1891	6,082	3.36	8,546,370,090	8.90	2,606,978	.....	27.56	4,261	50.35	.....
1892	6,417	6.38	9,227,816,090	7.97	1,658,457	.....	17.82	5,564	30.58	.....
1893	6,645	3.55	9,772,075,810	5.90	1,867,880	.....	17.52	7,144	28.40	.....
1894	6,852	3.10	10,038,978,790	2.62	1,281,044	.....	6.34	7,831	9.62	.....
1895	7,045	2.82	10,377,875,040	3.43	1,196,082	.....	9	8,894	13.57	.....
1896	7,408	5.15	11,166,328,240	7.60	1,134,411	.....	2.76	9,843	10.67	.....
1897	7,573	2.23	11,571,540,680	3.63	967,584	.....	14.71	11,960	21.51	.....
1898	7,999	5.62	12,225,706,220	5.65	1,172,438	21.17	.....	10,428	.....	12.81
1899	8,338	4.36	13,351,992,725	4.96	1,312,368	11.94	.....	10,174	.....	2.43
1900	8,695	3.66	13,792,607,160	3.30	1,355,464	3.28	.....	10,175	.....	.....
1901	8,978	3.25	14,181,224,420	2.81	1,335,565	.....	1.47	10,618	4.35	.....
1902	9,485	5.65	15,062,830,640	6.22	1,309,594	.....	1.94	11,502	8.32	.....
1903	10,262	8.19	15,999,802,680	6.22	1,387,664	5.96	.....	11,530	.15	.....

^a Acting clerks not included in this table.

^b Exclusive of officials and chief clerks.

ERRORS IN DISTRIBUTION.

The above table shows that there were 1,387,664 errors in distribution charged against railway postal clerks during the year as against 1,309,594 for last year. There were 1,081,390 errors in distribution checked against post-offices, an increase as compared with last year of 169,104, or about 18 per cent.

The following table will show the missent and misdirected matter for the years ended June 30, 1902 and 1903:

Matter.	1902.	1903.	Increase.	Decrease.
Missent:				
Letter packages.....	24,161	24,289	128	.....
Pouches.....	3,583	3,772	179	.....
Sacks.....	4,186	4,416	221	.....
Registered packages.....	1,517	1,986	469	.....
Registered pouches and inner registered sacks.....	192	158	.....	34
Misdirected:				
Letter packages.....	3,608	3,786	183	.....
Pouches.....	754	809	55	.....
Sacks.....	1,596	1,711	115	.....

The following table will show the errors in distribution made by all the post-offices:

Character of errors.	1902.	1903.	Increase.	Decrease.
Errors in distribution:				
Incorrect slips returned.....	530,411	503,493	.....	26,918
Errors on incorrect slips.....	908,466	926,495	18,029	.....
Missent:				
Letter packages.....	13,833	14,723	890	.....
Pouches.....	2,967	2,720	.....	247
Registered packages.....	4,149	4,579	430	.....
Registered pouches.....	29	85	56	.....
Inner registered sacks.....	110	113	3	.....
Sacks.....	597	556	.....	41
Misdirected:				
Letter packages.....	6,919	7,421	502	.....
Pouches.....	1,944	2,248	304	.....
Registered packages.....	146	201	55	.....
Registered pouches.....	22	31	9	.....
Inner registered sacks.....	43	45	2	.....
Sacks.....	1,288	1,449	161	.....

NIXIES.

The number of pieces of mail matter so illegibly addressed as to require special attention before delivery could be effected, or which could not be delivered at all, was 23,604,619. This is an increase over last year of 3,650,182. Of the 23,604,619 pieces handled, 12,542,155 were returned to senders or corrected and forwarded to destinations, the balance being sent to the Dead-Letter Office or otherwise disposed of in accordance with the regulations.

The pieces of nixie matter handled and the disposition made of same during the last five years can be seen by the following table:

Disposition.	1899.	1900.	1901.	1902.	1903.
Returned to sender.....	4,356,010	4,700,859	5,381,191	6,223,108	6,847,498
Corrected and forwarded.....	3,368,986	3,577,859	4,116,074	4,597,948	5,694,662
Held for postage.....	1,494,564	1,577,272	1,813,279	2,187,151	2,499,080
Sent to Dead-Letter Office.....	604,955	691,216	676,907	885,189	1,267,910
Disposed of as waste.....	4,781,620	4,070,078	5,211,544	6,111,046	7,295,524
Total	14,606,085	14,617,284	17,198,995	19,954,437	23,604,619

CASE EXAMINATION.

There were 25,688 examinations of permanent railway postal clerks. The number of cards handled was 27,176,516, of which 98.76 per cent were handled correctly. Last year's report shows 23,069 examinations, 24,278,670 cards handled, 98.78 per cent correctly. The probationary clerks passed 2,168 examinations, handling 2,146,507 cards, 97.08 per cent correctly. Last year this class of clerks passed 1,274 examinations, handling 1,168,686 cards, 97.65 per cent correctly.

The following is a statement of the examinations of permanent and probationary clerks combined for a period of ten years:

Year ended June 30—	Examinations.	Cards handled.	Correctly handled.	Per cent correct.	Average number of cards per examination.
1892.....	16,670	18,127,114	17,126,604	94.48	1,088
1893.....	15,676	17,796,280	16,956,511	95.29	1,135
1894.....	19,512	22,198,083	21,483,375	96.80	1,137
1895.....	19,522	22,589,860	22,065,337	97.68	1,157
1896.....	19,581	22,156,757	21,722,913	98.03	1,135
1897.....	21,078	23,241,438	22,868,753	98.40	1,108
1898.....	21,899	23,852,245	22,976,326	96.80	1,066
1899.....	20,194	22,032,415	21,747,729	98.71	1,091
1900.....	21,462	23,152,969	22,853,185	98.74	1,079
1901.....	23,027	24,378,597	24,079,891	98.77	1,059
1902.....	24,313	25,447,856	25,124,288	98.77	1,046
1903.....	27,856	29,323,023	28,922,702	98.68	1,052

In addition to the above there were 2,555 examinations made by substitutes. The number of cards handled was 2,257,085, of which 97.05 per cent were handled correctly. Last year there were 2,464 examinations, and 2,257,068 cards handled, with 97.83 per cent correct.

CASUALTIES.

It fills me with great sorrow to chronicle the fact that during the fiscal year under review there were more clerks killed and injured in line of duty than for any other year since the birth of the Railway

Mail Service. The roll shows 18 clerks killed at their post of duty, 1 substitute, and 3 mail weighers, and 78 seriously injured and 398 slightly injured.

This record is fraught with great meaning, for it tells in vivid and unerring language the dangers incident to the life of a railway postal clerk.

Congress made provision in the last two annual appropriations for the payment of \$1,000 to the legal representatives of every clerk killed in the line of duty, and we have every reason to believe that this beneficent attitude on the part of the Government will be continued. I wish to recommend, however, in this connection that the act be so worded that we can pay a like amount to the dependents of substitutes who are killed under exactly similar circumstances. Our substitutes should have as much consideration in this respect as the regular clerks. I also wish to recommend that "dependent relatives," or words to that effect, be substituted for the words "legal representatives," for I do not think this benevolent feature should apply to any except those who are deeply concerned in the death of the clerk or substitute—as, for instance, his wife and children, or dependent father, mother, brothers, sisters, etc. I can not conceive why a distant kinsman or kinswoman who was in no way whatsoever dependent upon the clerk for support should become his beneficiary in this instance at his death. It seems to me that under these circumstances it is a wholly unnecessary expenditure of Government money.

It is also my earnest wish, and recommendation is made accordingly, that something be done through legislation for those clerks who are permanently disabled by reason of injuries received in the line of duty. It has been the unhappy experience of this Office to see men crippled through accident in the line of duty to such an extent as to require them to give up their places, simply because they could not do the work of their positions. Surely humanity demands that some provision be made for them, and, as giving the ideas of this Office in the matter, your attention is respectfully invited to the article on page 8, headed "Railway Mail Service relief and superannuation measure."

The following is a list of the clerks killed during the year:

July 25, 1902, Charles S. McKown and Maurice M. Peters, Pittsburg and St. Louis R. P. O., were killed in a train wreck at Trebeins, Ohio.

September 20, 1902, E. L. Stuck, Grafton and Cincinnati R. P. O., died from injuries received in the wreck of his train September 18, 1902.

October 4, 1902, A. Lundwall, St. Paul and Spokane R. P. O., killed in wreck of his train near Rapids station (no office), Mont.

October 15, 1902, F. H. Hermesen, Pittsburg and St. Louis R. P. O., killed in train wreck at Reesville, Ind.

December 11, 1902, Leander Owen, St. Louis and Texarkana R. P. O., killed while attempting to deliver mail to another train at Traskwood, Ark.

January 1, 1903, Substitute Clerk Edmund Hockel, Omaha and Ogden R. P. O., killed by crane, near Bitter Creek, Wyo.

January 13, 1903, H. G. Steubinger, Pittsburg and St. Louis R. P. O., died from injuries received by falling out of car at Collinsville, Ill., December 22, 1902.

February 23, 1903, W. H. Blackwell, F. H. Kriesman, George W. Smiley, and L. M. Walworth, Buffalo and Cincinnati R. P. O., were killed in train wreck at Berea, Ohio.

February 28, 1903, Arthur J. Tucker, Bristol and Chattanooga R. P. O., killed in train wreck near Lenoir City, Tenn.

March 9, 1903, Charles J. West, Nashville and Montgomery R. P. O., died from injuries received in wreck of his train at Saluria, Ala., on the day before.

April 16, 1903, Hubert L. Donovan, Atlanta and New Orleans R. P. O., killed in train wreck at Castleberry, Ala.

April 21, 1903, Leue Columbia and Clarence B. Campbell, Kansas City and Memphis R. P. O., killed in train wreck at Everton, Mo.

May 19, 1903, Hunter G. Myers, Kansas City and Caldwell R. P. O., killed in train wreck near Caldwell, Kans.

June 19, 1903, Frank L. Groom, Dubuque and Sioux City R. P. O., killed in train wreck at Raymond, Iowa.

Three mail weighers killed in train accidents March 18, April 20, and April 21, 1903.

The following is a statement of casualties from 1875 to 1903:

Year ended June 30—	Total clerks.	Accidents.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875.....	2,238	.....	1	.....	.....
1876.....	2,415	.....	1	.....	.....
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	3
1879.....	2,609	35	3	14	13
1880.....	2,946	26	.....	14	15
1881.....	3,177	62	7	15	22
1882.....	3,570	83	3	16	20
1883.....	3,855	114	1	36	42
1884.....	3,963	154	7	28	60
1885.....	4,387	102	2	35	65
1886.....	4,573	211	.....	56	60
1887.....	4,851	244	5	45	72
1888.....	5,094	248	4	63	45
1889.....	5,448	198	4	96	40
1890.....	5,836	261	4	41	53
1891.....	6,082	219	13	48	64
1892.....	6,417	345	5	60	112
1893.....	6,645	403	10	66	115
1894.....	6,856	362	4	48	99
1895.....	7,045	497	7	50	128
1896.....	7,408	496	5	47	65
1897.....	7,573	589	14	33	75
1898.....	7,999	597	7	34	146
1899.....	8,383	799	6	50	162
1900.....	8,696	697	4	57	187
1901.....	8,978	825	7	63	229
1902.....	9,485	a 296	9	88	302
1903.....	10,282	a 372	b 18	78	398

a The number of accidents shown opposite 1902 and 1903 are those in which clerks were killed or injured, or in which mail was lost or damaged. The accidents of other years represent those of every kind, mostly in which the car was damaged to some extent.

b Also 1 substitute and 3 mail weighers.

RAILWAY MAIL SERVICE RELIEF AND SUPERANNUATION MEASURE.

I wish to call attention, with all the earnestness at my command, to the great necessity for some plan whereby our clerks permanently disabled through injury in line of duty or worn out through long and faithful service may be retired on an annuity which will keep them and their families in fairly comfortable circumstances for the rest of their lives.

This subject is unavoidably in our minds always, for the news of accidents to railway post-offices, in which clerks are either killed or disabled, reaches us by wire almost daily.

We know from long association with such occurrences and from observation that much suffering and sorrow, and oftentimes deprivation and hardship, result to the disabled and their families, and to the families—those really dependent for homes and the necessities of life—of those killed at their post of duty. This will account for the persistency with which we have advocated this measure in our annual reports of the past and why we regard it a duty to continue working toward its adoption.

It is our belief that if Congress will authorize the Department to

put into effect the plan heretofore outlined in our annual reports, much will be done to ameliorate these conditions. That plan contemplates in substance that a small percentage be deducted from the salary of every employee of this Service, which, together with the sum accruing from fines imposed upon clerks for disciplinary reasons, will form and maintain a relief fund for the retirement of our worthy but incapacitated men. We also ask that the Government assume the custodianship of this fund, to be invested by the Postmaster-General as he may deem advisable.

It is true that the compulsory deduction of a small per cent from the salaries of our clerks has met with some opposition on the part of our younger men, but these younger clerks seem to forget that they are just as liable to be disabled permanently for life for active duty in a railroad accident as the older ones. The measure proposed is for their common good, and the benefit that will accrue to the Service thereby will be incalculable.

The Railway Mail Service is ultra hazardous and its work very exacting. Aside from the Army and Navy, there is but one arm of the Government service approaching it in danger—the Life-Saving Service—and there are none so taxing on mental and physical endurance. It therefore stands in a position unique in the civil service and on that account may be fairly treated as a special ward of the nation, warranting any favorable legislation in its interest.

Apropos of this subject, I beg leave to refer to my report of 1901, which shows what railroad and other corporations are doing in the way of pensioning their employees who, through no fault of their own, have become disqualified for service. Thus we see on the same trains upon which our clerks are running in many parts of the country the company's servants in the enjoyment of a pension provision, established and maintained wholly by the beneficence of the corporation. Many of these companies are appropriating as high as \$300,000 yearly toward this object, and one is struck by their liberality and far-sighted policy. Since our report of 1901 was written other railroad and commercial organizations have fallen into line, among the recent additions to which may be mentioned the Philadelphia and Reading Railroad Company, the Delaware, Lackawanna and Western Railroad Company, the Metropolitan Street Railway Company of New York, and the Postal Telegraph Company.

This is a matter of great importance, and I bespeak for it your kind consideration and indorsement.

CAR CONSTRUCTION, ETC.

The large number of accidents which have occurred to trains carrying railway post-office cars, particularly during the last fiscal year, has called more clearly to the attention of the public the hazardous position in which our clerks perform duty, and has, perhaps without sufficient consideration being given, brought forth criticism of the plans and specifications under which postal cars are now being constructed. This has caused this office to look into the matter very carefully, with a view of ascertaining whether there are in service at the present time, in any other capacity, cars better and more strongly constructed, having greater resisting power and capacity to meet accidents favorably; but we do not find that we have any cause whatever

to shrink from the comparison, for the most careful research thus far made shows that our cars are as strong, if not stronger, in construction than the Pullman sleeping car, which is regarded by the general public as being the strongest car in use. The public fails to take into consideration the fact that the postal car of necessity runs in the most dangerous place in the train, while the Pullman runs in that part of the train where accidents are less likely to break up the car or kill or seriously injure the passengers. Nevertheless, we are continually examining the framework of new cars that come out, with a view of utilizing any new features that may add strength to our plans and specifications.

As a further item of safety, I believe that the tender of the engine should be vestibuled, if practicable, as well as the cars making up the train. This would undoubtedly give the whole train a greater resisting power. The slack which exists between the engine, tender, and postal car is sufficient to almost insure the tender, particularly if the train is running at a high rate of speed, being pushed into the postal car when head-on collisions occur. Sometimes the tender is thus forced back a distance of 7 or 8 feet, carrying in its wake death and destruction. In some instances our clerks have been found after such collisions buried under the débris of the tender, and while casualties will occur through accident in railroad operation, no matter what precautions may be taken to avoid them, I feel convinced that the vestibuling of the tender will have a strong tendency to minimize disastrous results.

SUBSTITUTES.

Our ranks, as you know, are recruited from civil-service substitutes—men who have passed the civil-service examination and been selected and appointed as such. They are in the ratio of one for every ten clerks regularly employed in the service and are required to pass examinations and equip themselves in every way so as to be able to take the place of regular clerks in emergencies. Unfortunately, we have no provision of law whereby we can pay these men a fixed stipend while on the substitute list waiting for regular appointment, and at times it is a long wait. They can only make wages, not to exceed \$2.20 a day, when we can give them work, and sometimes the amount they earn is very small, so small that many of them, especially those with families, become discouraged and resign. Thus we lose some of our best material, and it is also a fact that some of those who have been selected as substitutes will not accept the position because of the uncertainty of the living while waiting their turn for regular appointment. It can readily be understood that there are very few occupations in which a man can engage which will permit him to be at our beck and call.

These substitutes are a superior class of men both physically and mentally. They must be at least 5 feet 6 inches in height, weigh not less than 135 pounds, be in perfect physical condition, have a good education, and possess a memory and an inclination to apply it far beyond mediocrity. Whatever is done for these men will, I am sure, inure to the good of the service, by giving us a more stable substitute list and at the same time a happier set of employees. It is my opinion that if we could guarantee \$25 worth of work per month, or eleven days' labor, to each substitute, the Department to make up the difference when the substitute through no fault of his own makes less than that sum, we would go a long way toward solving this problem.

Thus the minimum earning power of the substitute would be \$25 a month and the maximum \$65. I do not think it is unreasonable to ask the Government to make a provision of this kind, as these men have long and hard lessons to learn and practically give their whole time in training themselves to do the work required of them. I therefore recommend that Congress be asked to set apart \$45,000 for this purpose.

REORGANIZATION.

Congress in the past few years has increased the salaries of clerks in certain classes until those above class 3, \$1,000 per annum, have been readjusted. This Office feels that the work performed in full railway post-offices warrants a minimum salary of \$1,000 per annum as against \$900 per annum at present. The clerks of classes 2 and 3 in full railway post-offices have thus far received no consideration in the way of their salaries being advanced in proportion to those of the higher classes, while clerks performing service in apartment lines have received a readjustment of their salaries. Most of the work performed in apartment lines is in the nature of local work and many of the younger clerks therefore prefer to remain on such lines, their salaries ranging from \$1,200 per annum down. With the exception of those performing helper service or paid on the mileage basis, their salaries are not less than \$1,000 per annum, while clerks performing the more arduous duties in full railway post-offices receive but \$900 per annum. The effect of increasing the salaries of clerks of the lower classes, 2 and 3, in full railway post-offices would, this Office believes, create a desire on the part of the younger clerks employed on apartment lines to be transferred to the more arduous duties performed in full railway post-office lines and, further, would place the service on a more just and equitable basis.

I therefore have the honor to recommend that the salaries of clerks of classes 2 and 3 in full railway post-offices, in crews where four or more clerks run over the whole length of the line, be increased from \$900 to \$1,000 per annum, and from \$1,000 to \$1,100 per annum, respectively.

To make this change would entail an annual cost of \$133,100, which I recommend be appropriated.

There is another matter which concerns salaries of railway postal clerks, which, I believe, requires attention, and that is the pay of the clerks affected by paragraph 1, section 1409, Postal Laws and Regulations. Under that section the salaries of clerks of class 1 depend upon the mileage daily run; that is, if the clerk runs 80 miles per day or less his pay shall be \$10 per annum for each mile of the daily average of miles run. This in effect provides that where a clerk running by himself makes an average of 80 miles a day he shall be paid \$800 per annum; if 70 miles, \$700 per annum; 60 miles, \$600 per annum, and so on. We have some local lines in different parts of the country coming under this section, and it is the opinion of this Office that, inasmuch as they give their full time to the Government and can not do any other work, it is not an unreasonable proposition for us to establish a minimum wage scale of \$800 per annum for clerks running on the road. Moreover, such a measure would enable us to transfer old clerks and those who have been injured in line of duty, greatly in need of an easier run, to these particular local lines.

Under present circumstances these partially disabled clerks, while willing to be put in an easier assignment with consequent reduction in salary, are much disinclined to be cut below \$800 per annum; and this we can easily understand, especially those with families dependent upon them for support.

Section 1409 also prescribes that where the clerk running alone makes an average daily distance of more than 80 miles and less than 90 he shall be of class 2, with salary at the rate of \$10 per annum for each mile of the daily average miles run daily; thus if he runs an average of 85 miles per day, he receives \$850 per annum. This should be left alone, but the section in question also says that where the clerk makes an average of more than 90 miles per day and less than 100 he shall be of class 2, at \$900 per annum. This, I believe, is another part needing a readjustment. It should read as, in the other case, namely, \$10 per annum for each mile daily run. It is a source of considerable dissatisfaction to clerks of class 2, at \$900 per annum, some of them making as high as 99 miles average daily mileage, to see clerks making 100 miles a day and slightly over and getting pay therefor at the rate of \$1,000 per annum. They also turn around and look the other way and see their brother clerks—those who make an average of between 80 and 90 miles daily—receiving \$10 per annum for each mile of their daily average, which accentuates their grievance.

I therefore believe, and so recommend, that these clerks be paid at the rate of \$10 per annum for each mile of their daily average, so that if a clerk makes an average of 95 miles per day he shall receive \$950 per annum, and if he runs 99, he shall be paid \$990 per annum. When the clerk enjoys a salary of \$1,000 per annum, then he is recipient of a fair living salary and is not entitled to a compensation based on mileage.

In order to put the changes concerning section 1409 which are outlined above into effect it will cost the Government about \$14,600 additional annually, and I recommend that it be done.

I also recommend that the salary of the chief clerk in the office of the General Superintendent of the Railway Mail Service be increased from \$2,000 to \$2,500 per annum. I am firmly of the opinion that equity requires that his salary be increased as recommended owing to the high order of ability demanded by the position with its attending responsibilities. The incumbent is a very competent and faithful officer, and is, by virtue of his office, one of the members of the civil-service board of promotion of the Railway Mail Service, which throws more or less additional work upon him.

SECOND-CLASS MAIL.

The receipts of paid second-class mail from publishers during the last five fiscal years are as follows:

Year.	Pounds.	Pounds of increase.
1899.....	352,051,608	15,925,270
1900.....	382,538,999	30,487,391
1901.....	429,444,573	46,906,574
1902.....	454,152,359	24,707,786
1903.....	509,537,962	55,385,608

By the above it will be seen that while in 1902 there was a falling off in the ratio of increase 1903 shows the largest increase yet. Including the "free in county" matter, 36,305,884 pounds, the whole foots up 545,843,846 pounds, or 272,921 tons.

The first general official count of second-class mail as received from publishers was taken in June, 1896, and included only 16 offices. Comparing the total figures of those offices then and now, the following is the result:

Year.	Total sacks mailed.	Fully made up.	Percent.	Partly made up.	Percent.	Mixed.	Percent.
1903.....	575,416	383,969	66	137,722	24	53,705	9
1896.....	291,569	153,232	52.5	51,777	17.8	86,560	29.7
Increase.....	283,827	230,757	13.5	85,945	6.2	32,875	20.7
Decrease.....							

Statement of second-class mail received from publishers during June, 1903, at 145 of the largest post-offices.

Post-office.	Number of publications.	Mailed at 1 cent a pound.	Free in country.	Total sacks mailed.	Fully made up.			Partly made up.		Mixed.	
					Average weight.	Number of sacks.	Percent of whole.	Number of sacks.	Percent of whole.	Number of sacks.	Percent of whole.
New York:											
General post-office..	693	6,539,501		129,422	46	78,126	60.4	40,591	31.4	10,705	8.2
Branch H.....	240	2,684,216		45,235	53	30,266	66.9	11,853	26.2	3,114	6.9
Combined.....	933	9,223,717		174,655	49	108,392	62.1	52,444	30	13,819	7.9
Chicago, Ill.....	596	4,759,205	1,643	120,621	37	90,692	75.2	21,655	18	8,274	6.8
St. Louis, Mo.....	243	2,339,834		44,373	48	26,162	58.9	10,998	24.8	7,213	16.3
Philadelphia, Pa.....	287	2,312,624		30,841	66	18,787	60.9	9,312	30.1	2,742	8.9
Boston, Mass.....	285	1,699,946		35,901	47	18,299	51	13,852	38.6	3,750	10.4
Kansas City, Mo.....	86	1,321,751	2,621	32,530	40	26,798	80.9	3,156	9.7	8,076	9.4
Cincinnati, Ohio.....	126	1,099,345	1,169	17,610	66	6,140	65	8,521	48.2	2,949	16.8
Minneapolis, Minn.....	129	941,579	179	23,897	40	21,287	89.1	839	3.5	1,780	7.4
St. Paul, Minn.....	48	669,826		16,574	44	14,759	89.1	701	4.2	1,114	6.7
Milwaukee, Wis.....	59	645,551	4,115	16,785	34	12,187	72.6	1,964	11.7	2,634	15.7
Augusta, Me.....	10	640,021	3,306	26,573	26	17,770	67.6	1,791	6.8	6,712	25.6
San Francisco, Cal.....	202	636,252		19,385	30	16,575	85.6	1,653	8.6	1,169	6.9
Detroit, Mich.....	97	628,515	8,939	13,511	41	9,279	68.7	2,915	21.6	1,317	9.8
Pittsburg, Pa.....	107	565,442	9,839	8,438	60	1,842	21.8	4,808	57	1,788	21.2
Cleveland, Ohio.....	111	534,151	8,760	10,176	51	4,114	40.4	4,166	41	1,896	18.6
Atlanta, Ga.....	57	474,118		9,700	45	6,297	65	120	1.2	3,283	33.8
Lincoln, Nebr.....	53	470,582	526	13,659	33	12,664	92.7	591	4.3	404	3
Des Moines, Iowa.....	48	440,498	2,425	12,642	33	11,272	89.2	234	1.8	1,136	9
Elgin, Ill.....	17	430,689	1,375	10,781	40	10,750	99.7	18	0.2	19	1
Indianapolis, Ind.....	92	422,490	1,062	12,127	27	8,078	66.6	3,123	25.8	926	7.6
Baltimore, Md.....	125	411,008	1,284	10,083	39	7,013	69.6	2,145	21.3	925	9.2
Omaha, Nebr.....	64	387,124		11,605	30	10,079	86.9	508	4.4	1,018	8.7
Denver, Colo.....	104	364,157		9,609	32	7,469	77.8	499	5.2	1,641	17
Nashville, Tenn.....	60	343,648	121	5,239	65	2,486	47.4	1,618	30.9	1,135	21.7
Springfield, Mass.....	29	293,190	3,516	6,714	42	5,840	87	20	3	854	12.7
Springfield, Ohio.....	22	289,449	4,184	4,232	73	3,237	76.4	401	9.3	594	14.8
Washington, D. C.....	93	283,852	307	6,877	80	3,297	47.9	2,329	33.9	1,251	18.2
Louisville, Ky.....	60	265,130	4,639	5,809	43	2,288	39.4	2,678	46.1	843	14.5
Waterbury, Me.....	18	247,712	480	8,126	31	7,228	88.9	536	6.6	362	4.5
Dallas, Tex.....	52	244,092	3,000	4,863	50	2,188	45	2,251	46.3	424	8.7
Buffalo, N. Y.....	66	201,869	4,820	4,392	40	887	20.2	1,424	32.1	2,081	47.4
St. Joseph, Mo.....	22	182,844	3,226	5,822	32	5,333	91	81	1.4	408	7
New Orleans, La.....	55	182,192		3,234	57	1,096	33.9	1,378	42.6	760	23.5
Columbus, Ohio.....	76	180,380	2,240	6,167	21	8,750	60.8	555	9	1,862	30.2
Memphis, Tenn.....	30	172,185	314	3,649	33	1,751	48	1,536	42	362	10
Seattle, Wash.....	48	170,068	546	4,488	33	3,579	79.7	502	11.2	407	9.1
Topeka, Kans.....	36	169,202	2,309	5,204	32	4,474	85.9	402	7.9	328	6.2
Williamsport, Pa.....	12	159,804	7,441	3,300	48	2,814	85.3	274	8.3	212	6.4
Toledo, Ohio.....	39	156,364	3,020	2,755	57	1,829	66.7	627	22.8	299	10.5
Richmond, Va.....	47	154,998		2,714	54	612	22.6	1,418	52.2	684	25.2
Los Angeles, Cal.....	71	128,910	7,760	2,832	42	1,568	55.4	684	24.2	580	20.4

Statement of second-class mail received from publishers during June, 1903, at 145 of the
largest post-offices—Continued.

Post-office.	Number of publications.	Mailed at 1 cent a pound.	Free in country.	Total sacks mailed.	Fully made up.			Partly made up.		Mixed.	
					Average weight.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.
Houston, Tex.	20	123,727	172	3,472	37	3,086	88.9			386	11.1
Rochester, N. Y.	45	119,869	21,406	5,274	22	3,035	57.5	1,817	34.6	422	8
Sioux City, Iowa	14	116,614	3,322	3,355	35	3,017	92			248	8
Brooklyn, N. Y.	67	108,221		2,978	40	1,909	64.1			196	6.6
Grand Rapids, Mich.	41	102,693	15,459	3,147	24	2,476	78.7			196	6.2
Birmingham, Ala.	39	90,994	1,087	4,526	39	2,740	60.5			1,384	29.5
Salt Lake City, Utah	35	88,441	3,060	2,997	39	3,305	77			648	21.5
Spokane, Wash.	19	88,191	4,042	3,944	20	1,665	92.9			195	5
Portland, Oreg.	10	84,922	4,400	1,630	60	1,330	81.6			286	17.5
Utica, N. Y.	19	83,921	16,954	3,644	26	3,380	93			245	6.5
Dayton, Ohio.	21	81,162	8,530	1,752	41	3,422	19.8	179	10.2	1,231	70
Bufile, Mont.	14	77,671		925	50	695	75			232	25
Port Huron, Mich.	9	72,821	2,323	1,135	81	620	54.6			487	43
Syracuse, N. Y.	47	68,812	14,825	1,771	35	784	44.3	489	27.6	498	28.2
Bangor, Me.	7	66,739	15,138	2,647	32	2,419	91.4	210	8	18	6
Harrisburg, Pa.	55	61,082	2,969	997	54	384	38.5			613	61.5
Albany, N. Y.	33	60,723	5,121	1,403	37	551	39.3	167	11.9	685	48.8
Decorah, Iowa	13	59,838	1,470	1,524	38	1,331	87.3			193	12.7
Dubuque, Iowa	29	58,257	3,089	2,192	22	1,659	75.7			523	24.3
Battle Creek, Mich.	21	58,003	272	1,227	48	913	74.4	49	4	265	21.6
Portland, Me.	26	56,298	11,524	1,893	36	1,336	70.5	337	18	220	11.6
Worcester, Mass.	24	54,971	5,634	2,843	18	2,108	74.2	735	25.8		
Raleigh, N. C.	16	54,801	1,755	2,695	26	2,412	89.5	64	2.4	219	8.1
Hartford, Conn.	38	52,411	6,103	957	55	191	20	151	15.8	615	64.2
Cedar Rapids, Iowa	20	52,263	6,071	2,960	15	2,699	91.2	57	1.9	204	6.9
Galveston, Tex.	20	50,480		1,349	39	1,306	96.8	7	5	36	2.7
Quincy, Ill.	17	50,443	9,668	1,865	26	1,278	68.2	298	16.3	289	15.5
Oak Park, Ill.	16	50,362		1,067	46	984	92.2	54	5.1	29	2.7
Peoria, Ill.	20	48,674	14,697	1,605	35	828	52.2	156	9.7	611	38.1
Girard, Kans.	4	47,481	1,016	1,343	50	604	45	196	14.6	543	40.4
Wichita, Kans.	26	47,223	3,003	1,287	40	1,110	86.2	50	3.9	127	10
Duluth, Minn.	15	46,033	12,548	1,786	34	1,560	88			226	12
Oakland, Cal.	7	45,817	481	1,355	29	828	64	173	12.9	314	23.1
Providence, R. I.	33	45,180	1,775	1,285	27	624	48.6	352	27.4	309	24
Jacksonville, Fla.	21	42,391	3,305	1,467	27	1,240	84.5	76	5.2	151	10.3
Sioux Falls, S. Dak.	22	42,307	4,360	1,086	38	863	79.5			223	20.5
San Antonio, Tex.	27	40,743		852	43	594	69.7	42	6	216	25.3
Troy, N. Y.	34	40,659	5,517	1,200	45	610	50.8	175	14.6	415	34.6
Savannah, Ga.	17	39,396		1,283	34	1,107	86.3	18	1.4	168	13.2
Little Rock, Ark.	28	38,709		1,052	32	609	58	13	1.2	430	40.8
Charlotte, N. C.	17	37,901	2,690	1,368	28	1,040	76	98	7.1	230	16.9
Madison, Wis.	28	36,856	2,738	646	52	389	60.2	150	23.2	107	16.6
Springfield, Ill.	23	36,700	8,464	976	40	275	28.2	534	54.7	167	17.1
Seranton, Pa.	27	36,173	9,181	1,000	40	635	63.5	137	13.7	228	22.8
Chattanooga, Tenn.	17	36,024	156	1,064	32	908	85.4	71	6.6	85	8
Knoxville, Tenn.	19	35,726	3,218	530	37	178	33.6	30	5.7	322	60.7
Dansville, N. Y.	4	34,216	140	614	51	348	56.7	109	17.7	157	25.6
Lewiston, Me.	8	31,744	4,894	1,657	23	1,558	94			99	6
Tacoma, Wash.	27	30,660	2,375	978	31	827	84.6	142	14.5	9	9
Columbia, S. C.	19	30,077	405	787	38	687	87.3	3	4	97	12.3
Helena, Mont.	8	29,458	2,045	832	37	621	74.6			211	25.4
Connell Bluffs, Iowa	12	29,341	391	2,630	12	2,041	77.6	34	1.3	553	21.1
Lancaster, Pa.	52	28,434	14,158	786	66	163	20.7	4	5	619	78.8
Manchester, N. H.	18	28,197	3,922	829	40	536	64.6	124	15	109	20.4
Montgomery, Ala.	9	27,345	566	736	30	660	89.7			76	10.3
Anacosta, Mont.	1	25,837	104	653	40	653	100				
Racine, Wis.	13	25,835	1,445	783	21	247	31.6	519	66.3	17	2.2
Marshalltown, Iowa	10	25,794	4,566	1,514	15	1,396	92.2			118	7.8
Saginaw, Mich.	14	25,490	10,079	939	21	466	49.6	185	19.7	288	30.7
Port Atkinson, Wis.	2	25,064	909	663	38	536	81	29	4.3	98	14.7
Newark, N. J.	33	24,595		689	33	343	50	307	44.5	89	6.6
Kalamazoo, Mich.	10	23,833	3,173	783	30	339	43.3	359	18.3	105	13.4
Norfolk, Va.	13	23,669		740	32	605	81.8			215	32
Evansville, Ind.	19	23,641		675	30	348	51.6	112	16.5	49	14
St. Joseph, Mich.	6	23,597	431	342	75	243	71				
New Haven, Conn.	42	22,607	2,825	2,500	7	1,968	78.7	405	16.2	127	5.1
Elmira, N. Y.	16	22,349	420	1,383	14	1,219	88.2	60	4.3	104	7.5
Wheeling, W. Va.	13	22,026	600	800	20	470	58.8	188	23.6	142	17.7
Burlington, Iowa	10	21,470	2,453	528	40	298	56.4	89	16.9	141	26.7
Bloomington, Ill.	19	21,163	8,415	628	31	176	28.5	246	39.6	201	32.3
Fort Worth, Tex.	13	20,719	249	404	48	274	67.8	10	2.5	120	29.7
Lebanon, Pa.	39	20,673	3,838	612	65	21	3.4	298	48.7	293	47.9
Burlington, Vt.	8	20,329	4,101	524	40	389	74.2	94	18	41	7.8
Rockford, Ill.	7	19,514	2,877	583		183	31.4			400	68.6
Fort Wayne, Ind.	12	19,081	2,257	637	43	69	12.8	60	11.2	408	76

Statement of second-class mail received from publishers during June, 1903, at 145 of the largest post-offices—Continued.

Post-office.	Number of publi- cations.	Mailed at 1 cent a pound.	Free in county.	Total sacks mailed.	Fully made up.			Partly made up.		Mixed.	
					Average weight.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.	Number of sacks.	Per cent of whole.
Macon, Ga.....	13	18,988	.....	787	24	702	89.2	.....	.....	85	10.8
Augusta, Ga.....	16	18,711	20	427	39	140	32.8	154	36.1	133	31.1
Davenport, Iowa.....	11	18,296	945	507	24	342	67.5	98	19.3	67	13.2
La Crosse, Wis.....	18	17,998	873	489	30	230	47	119	24.3	140	28.7
Sacramento, Cal.....	18	17,900	2,184	430	40	147	34.2	.....	.....	283	65.8
Lexington, Ky.....	18	17,125	.....	475	17	120	25.2	20	4.2	335	70.6
Winona, Minn.....	15	17,025	4,563	496	43	167	33.6	29	6	300	60.4
Charleston, S. C.....	12	16,931	.....	422	47	261	85.5	56	13.3	5	1.2
South Omaha, Nebr.....	7	16,718	.....	1,246	14	1,196	96	.....	.....	50	4
Rock Island, Ill.....	22	16,376	674	427	40	204	47.8	.....	.....	223	52.2
Austin, Tex.....	31	16,183	452	487	.....	101	20.7	120	24.7	266	54.6
Fargo, N. Dak.....	10	15,982	1,976	454	26	299	65.9	63	13.9	92	20.2
Binghamton, N. Y.....	12	15,966	7,409	777	30	430	55.3	254	32.7	93	12
East Aurora, N. Y.....	2	15,926	.....	329	55	220	66.8	82	25	27	8.2
Watertown, N. Y.....	10	15,870	15,455	816	33	580	71	2	2	234	28.8
Muncie, Ind.....	4	15,694	9,984	737	27	428	66.2	137	18.6	112	15.2
Oshkosh, Wis.....	14	14,739	3,480	1,054	15	921	87.4	.....	.....	183	12.6
Lyons, Iowa.....	3	13,767	4,911	313	41	139	44.4	104	33.2	70	22.4
Salem, Mass.....	7	13,509	181	596	43	335	56.2	220	37	41	6.8
Terre Haute, Ind.....	9	13,442	1,341	180	.....	.....	.....	166	92.2	14	7.8
Jersey City, N. J.....	10	13,034	.....	319	41	251	78.7	32	10	36	11.3
Reading, Pa.....	35	12,788	8,064	1,066	12	535	49.3	262	24.1	289	26.6
Youngstown, Ohio.....	10	12,761	3,836	308	.....	.....	.....	210	68.2	98	31.8
Allegheny, Pa.....	15	11,427	16	380	32	233	61.4	64	16.8	83	21.8
Wilmington, N. C.....	7	11,174	.....	438	25	63	14.4	297	67.8	78	17.8
El Paso, Tex.....	15	10,809	.....	271	41	174	64.2	95	35	2	.8
Waterbury, Conn.....	16	9,693	514	462	10	307	66.4	110	23.8	45	9.8
Erle, Pa.....	13	8,966	17,163	657	38	392	59.7	265	40.3	.....	.....
Paterson, N. J.....	22	8,761	708	272	20	106	40	154	56.5	10	3.5
Total.....	6,667	39,149,053	491,845	897,226	40	610,336	68	180,248	20.1	106,642	11.9

Second-class mail—Comparison between June, 1902, and June, 1903.

Post-office.	June, 1902.		June, 1903.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	In- crease.	De- crease.	Per cent.	De- crease.	In- crease.
New York:								
General post-office.....	65,567	10.4	78,126	12,569	.....	8.2	2.2	.....
Branch H.....	26,999	8.4	30,266	3,267	.....	6.9	1.5	.....
Combined.....	92,566	9.9	108,392	15,826	.....	7.9	2	.....
Chicago, Ill.....	84,226	6.2	90,692	6,466	.....	6.8	.....	0.6
St. Louis, Mo.....	22,352	19.6	26,162	3,810	.....	16.3	3.3	.....
Philadelphia, Pa.....	16,765	9.1	18,787	2,022	.....	8.9	.....	.....
Boston, Mass.....	13,962	14.9	18,299	4,317	.....	10.4	4.5	.....
Kansas City, Mo.....	17,749	13.2	26,298	8,549	.....	9.4	3.8	.....
Cincinnati, Ohio.....	4,166	21.8	6,140	1,974	.....	16.8	4.5	.....
Minneapolis, Minn.....	17,264	8.2	21,287	4,023	.....	7.4	.....	.....
St. Paul, Minn.....	12,021	7	14,759	2,738	.....	6.7	.....	.....
Milwaukee, Wis.....	11,767	12.1	12,187	430	.....	15.7	.....	3.6
Augusta, Me.....	18,129	22.4	17,770	.....	359	25.6	.....	3.2
San Francisco, Cal.....	15,065	6.2	16,575	1,490	.....	5.9	.....	.....
Detroit, Mich.....	6,930	14.3	9,279	2,349	.....	9.8	4.5	.....
Pittsburg, Pa.....	1,846	29.3	1,842	494	.....	21.2	8.1	.....
Cleveland, Ohio.....	8,070	21.7	4,114	1,044	.....	18.6	3.1	.....
Atlanta, Ga.....	5,865	25.1	6,297	432	.....	83.8	.....	8.7
Lincoln, Nebr.....	8,382	5.8	12,654	4,272	.....	3	2.3	.....
Des Moines, Iowa.....	9,029	14	11,272	2,243	.....	9	5	.....
Elgin, Ill.....	2,135	2	10,750	1,615	.....	1	.....	.....
Indianapolis, Ind.....	6,086	5.7	8,078	1,992	.....	7.6	.....	1.9
Baltimore, Md.....	5,186	8.2	7,013	1,827	.....	9.2	.....	2.3
Omaha, Nebr.....	8,825	9.6	10,079	1,254	.....	8.7	.....	.....
Denver, Colo.....	6,538	17.3	7,469	931	.....	17	.....	.....

Second-class mail—Comparison between June, 1902, and June, 1903—Continued.

Post-office.	June, 1902.		June, 1903.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	Increase.	Decrease.	Per cent.	Decrease.	Increase.
Nashville, Tenn.	1,962	20.9	2,496	534		21.7		0.8
Springfield, Mass.	5,479	12.3	5,840	361		12.7		.4
Springfield, Ohio.	2,884	18.4	3,237	353		14.3		.9
Washington, D. C.	2,773	16	3,297	524		18.8		2.8
Louisville, Ky.	2,041	16.7	2,298	247		14.5	2.2	
Waterville, Me.	4,721	7.5	7,228	2,507		4.5	8	
Dallas, Tex.	1,966	9.8	2,188	222		8.7	1.1	
Buffalo, N. Y.	575	41.5	5,887	5,312		47.4		5.9
St. Joseph, Mo.	4,098	8.9	5,333	1,240		7	1.9	
New Orleans, La.	1,323	27.3	1,096		227	23.5	3.8	
Columbus, Ohio.	2,155	39.4	3,750	1,595		30.2	9.2	
Memphis, Tenn.	1,142	12.1	1,751	609		10	2.1	
Seattle, Wash.	2,304	21.1	3,079	1,275		9.1	12	
Topeka, Kans.	4,168	4.6	4,474	306		6.2		1.6
Williamsport, Pa.	2,136	7.6	2,314	678		6.4	1.2	
Toledo, Ohio.	1,620	12.9	1,829	209		10.5	2.4	
Richmond, Va.	424	52.1	612	188		25.2	25.9	
Los Angeles, Cal.	1,514	8.6	1,568	54		20.4		11.8
Houston, Tex.	3,821	8	3,086		735	11.1		3.1
Rochester, N. Y.	1,323	19.9	3,085	1,712		8	11.2	
Sioux City, Iowa.	4,082	9	3,017	1,065		8		7.1
Brooklyn, N. Y.	1,551	7.6	1,909	358		6.6	1	
Grand Rapids, Mich.	3,826	8.6	2,478	850		6.2	2.4	
Birmingham, Ala.	1,235	48.6	2,740	1,505		29.5	14.1	
Salt Lake City, Utah.	2,560	18	2,305		255	21.5		8.5
Spokane, Wash.	2,727	6.1	3,665	938		5	1.1	
Utica, N. Y.	3,789	6	3,380		359	6.5		5
Dayton, Ohio.	318	70.6	342	24		70	6	
Butte, Mont.	592	15.2	693	101		25		9.8
Port Huron, Mich.	359	57.5	620	261		43	14.5	
Syracuse, N. Y.	816	47.6	794		32	28.2	19.4	
Bangor, Me.	2,107	11.4	2,419	312		6	10.8	
Harrisburg, Pa.	327	58.7	384	57		61.5		7.8
Albany, N. Y.	566	50.4	551		35	43.8	1.6	
Decorah, Iowa.	1,186	12.7	1,331	145		12.7		
Dubuque, Iowa.	1,275	33.5	1,659	384		24.3	9.2	
Battle Creek, Mich.	1,169	23.5	918		256	21.6	1.9	
Portland, Me.	383	18.3	1,336	953		11.5	6.8	
Worcester, Mass.	1,747		2,108	361				
Raleigh, N. C.	2,400	9.1	2,412	12		8.1	1	
Hartford, Conn.	801	69.5	191		110	64.2	5.3	
Cedar Rapids, Iowa.	2,568	9.2	2,699	131		6.9	2.3	
Galveston, Tex.	1,113	5	1,306	193		2.7	2.3	
Quincy, Ill.	818	13.9	1,278	460		15.5		1.6
Oak Park, Ill.	626	5.6	964	338		2.7	2.9	
Peoria, Ill.	1,086	31.9	838		248	38.1		6.2
Girard, Kans.	690	31.4	604		86	40.4		9
Wichita, Kans.	975	15.1	1,110	135		10	5.1	
Duluth, Minn.	1,129	16.1	1,560	431		12	4.1	
Oakland, Cal.	576	17.2	868	292		23.1		5.9
Providence, R. I.	383	38.7	624	241		24	9.7	
Jacksonville, Fla.	1,122	11.2	1,240	118		10.3	0.9	
Sioux Falls, S. Dak.	555	27.4	863	308		20.5	6.9	
San Antonio, Tex.	573	25.2	594	21		25.3		1
Troy, N. Y.	240	55.2	610	370		34.6	20.6	
Savannah, Ga.	1,008	14.5	1,107	104		12.3	2.2	
Little Rock, Ark.	589	38.4	609	20		40.8		2.4
Charlotte, N. C.	763	23.1	1,040	277		16.9	6.2	
Madison, Wis.	252	37.1	389	137		16.6	20.5	
Springfield, Ill.	155	26.1	275	120		17.1	9	
Scranton, Pa.	466	24.2	635	169		22.8	1.4	
Chattanooga, Tenn.	750	11.2	908	158		8	3.2	
Knoxville, Tenn.	122	62.9	178	56		60.7	2.2	
Danville, N. Y.	782	11.1	848		484	25.6		14.5
Lewiston, Me.	1,574	5.5	1,568		16	6		5
Tacoma, Wash.	722	2	827	105		9		7
Columbia, S. C.	723	17.6	687		36	12.3	5.3	
Helena, Mont.	674	20.8	621		53	25.4		4.6
Council Bluffs, Iowa.	1,363	12.4	2,041	678		21.1		8.7
Lancaster, Pa.	177	73.3	163		14	78.8		5.5
Manchester, N. H.	668	8.1	536		132	20.4		12.5
Montgomery, Ala.	673	10	660		13	10.3		8
Anaconda, Mont.	707		653		54			
Racine, Wis.	189	4.5	247	58		2.2	2.3	
Marshalltown, Iowa.	1,224	12.1	1,396	172		7.8	4.3	
Saginaw, Mich.	618	6.5	466		152	30.7		24.2
Fort Atkinson, Wis.	485	18.4	536	51		14.7		1.3

Second-class mail—Comparison between June, 1902, and June, 1903—Continued.

Post-office.	June, 1902.		June, 1903.					
	Fully made up (sacks).	Mixed (per cent).	Fully made up.			Mixed.		
			Sacks.	Increase.	Decrease.	Per cent.	Decrease.	Increase.
Newark, N. J.	222	9.1	343	121	.....	5.5	3.6	.....
Kalamazoo, Mich.	184	58.9	339	155	.....	13.4	45.5	.....
Norfolk, Va.	664	.....	606	.....	59	.....	.....	.....
Evansville, Ind.	83	85	348	315	.....	32	53	.....
St. Joseph, Mich.	237	26.2	243	6	.....	14	12.2	.....
New Haven, Conn.	1,898	7.8	1,968	80	.....	5.1	2.2	.....
Elmira, N. Y.	1,141	5	1,219	78	.....	7.5	.....	2.5
Wheeling, W. Va.	458	24	470	12	.....	17.7	6.8	.....
Burlington, Iowa	262	80.6	298	36	.....	26.7	3.9	.....
Bloomington, Ill.	122	36.7	176	54	.....	82.3	4.4	.....
Fort Worth, Tex.	195	28	274	79	.....	29.7	.....	6.7
Lebanon, Pa.	111	32.8	21	.....	90	47.9	.....	15.6
Burlington, Vt.	398	16.4	389	.....	4	7.8	8.6	.....
Rockford, Ill.	104	81.8	183	79	.....	68.6	13.2	.....
Fort Wayne, Ind.	57	66.4	69	12	.....	76	.....	9.6
Macon, Ga.	620	8.3	702	.....	118	10.8	.....	2.5
Augusta, Ga.	112	35.9	140	28	.....	31.1	4.8	.....
Davenport, Iowa	297	11.5	842	45	.....	13.2	.....	1.7
La Crosse, Wis.	233	33.9	230	.....	3	28.7	5.2	.....
Sacramento, Cal.	262	41.4	147	.....	115	65.8	.....	24.4
Lexington, Ky.	148	65.2	120	.....	23	70.6	.....	5.4
Winona, Minn.	175	56.8	167	.....	8	60.4	.....	3.6
Austin, Tex.	82	59.2	101	19	.....	54.6	4.6	.....
Charleston, S. C.	435	.1	361	.....	74	1.2	.....	1.1
South Omaha, Nebr.	1,050	8	1,196	146	.....	4	.....	.....
Rock Island, Ill.	102	59.8	204	102	.....	52.2	7.1	.....
Fargo, N. Dak.	272	29.2	299	27	.....	20.2	6.8	.....
Binghamton, N. Y.	275	22.1	480	155	.....	12	10.1	.....
East Aurora, N. Y.	.....	1.7	220	220	.....	8.2	.....	6.5
Watertown, N. Y.	457	41.2	580	123	.....	28.8	12.4	.....
Muncie, Ind.	111	35.7	488	377	.....	15.2	20.5	.....
Oshkosh, Wis.	609	17.1	921	312	.....	12.6	4.5	.....
Lyons, Iowa	.....	80.5	139	139	.....	22.4	58.1	.....
Salem, Mass.	140	43.6	335	195	.....	6.8	36.8	.....
Terre Haute, Ind.	.....	17.8	.....	.....	.....	7.8	10	.....
Jersey City, N. J.	159	22	251	92	.....	11.3	10.7	.....
Reading, Pa.	456	28.8	585	79	.....	26.6	2.2	.....
Youngstown, Ohio	.....	47.1	.....	.....	.....	47.1	5.3	.....
Allegheny, Pa.	162	27.7	233	71	.....	21.8	5.9	.....
Wilmington, N. C.	40	24.6	63	23	.....	17.8	6.8	.....
El Paso, Tex.	181	8.4	174	.....	7	8	7.6	.....
Waterbury, Conn.	164	25.7	307	143	.....	9.8	15.9	.....
Erie, Pa.	645	.....	392	.....	253	.....	.....	.....
Paterson, N. J.	70	6.3	108	38	.....	3.5	2.8	.....
Net increase	519,230	12	610,336	97,381	6,275	11.9	.1	.....

Although the preceding tabular statements occupy only the same space in this report as heretofore, the number of offices shown has been increased from 135 to 145. Quite a number of less important offices have been omitted and more important ones, in respect to the amount of second-class mail, substituted. These changes prevent a proper basis for comparison with the statistics of last year; nevertheless they show favorable results. The average weight per sack of the total amount of paid and unpaid mail is 44 pounds. The increase in the total number of sacks in June, 1903, over June, 1902, is 150,134.

The "fully made up" show an increase of 101,673 sacks over the corresponding month of last year. This feature effects the greatest advantage, not only to post-offices in reducing the amount of mail to be distributed in them, but also by relieving both them and clerks in the cars of the sortation of no inconsiderable portion of it. Help for the post-offices enables them to do better work for clerks on the routes. It will be seen that the average weight of the "fully made up" sacks has been increased from 33 to 40.

The following statement shows the percentage of "mixed" for the eight years during which this count has been taken:

	Per cent.		Per cent.
1896	29.7	1900	18.8
1897	28.2	1901	15.3
1898	20.6	1902	12
1899	20.4	1903	11.9

"FREE IN COUNTY."

Attention is again called to the wide difference between the use made in various sections of the "free in county" privilege, as shown in the tabular statements.

The following offices received during the month (of June) less than 10 per cent of "mixed" mail:

	Per cent.		Per cent.
New York, N. Y	7.9	Worcester, Mass	0
Chicago, Ill	6.8	Raleigh, N. C	8.1
Philadelphia, Pa	8.9	Cedar Rapids, Iowa	6.9
Kansas City, Mo	9.4	Galveston, Tex	2.7
Minneapolis, Minn	7.4	Oak Park, Ill	2.7
St. Paul, Minn	6.7	Chattanooga, Tenn	8
San Francisco, Cal	5.9	Lewiston, Me	6
Detroit, Mich	9.8	Tacoma, Wash .....	.9
Lincoln, Nebr	3	Anaconda, Mont	0
Des Moines, Iowa	9	Racine, Wis	2.2
Elgin, Ill .....	.1	Marshalltown, Iowa	7.8
Indianapolis, Ind	7.6	Newark, N. J	5.5
Baltimore, Md	9.2	Norfolk, Va	0
Omaha, Nebr	8.7	New Haven, Conn	5.1
Waterville, Me	4.5	Elmira, N. Y	7.5
Dallas, Tex	8.7	Burlington, Vt	7.8
St. Joseph, Mo	7	Charleston, S. C	1.2
Seattle, Wash	9.1	South Omaha, Nebr	4
Topeka, Kans	6.2	East Aurora, N. Y	8.2
Williamsport, Pa	6.4	Salem, Mass	6.8
Rochester, N. Y	8	Terre Haute, Ind	7.8
Sioux City, Iowa	8	El Paso, Tex .....	.8
Brooklyn, N. Y	6.6	Waterbury, Conn	9.8
Grand Rapids, Mich	6.2	Erie, Pa	0
Spokane, Wash	5	Paterson, N. J	3.5
Utica, N. Y	6.5	Camden, N. J	3.4
Bangor, Me .....	.6		

In the list as above, all offices were formerly shown which received less than 11 per cent of "mixed," but the number of such offices has so greatly increased that only those receiving less than 10 per cent are now included. Notwithstanding this, the following figures evidence the progress:

	Offices.
1899	10
1900	12
1901	22
1902	43
1903	53

In New York City, taking the actual figures for the year, the New York post-office, including Branch H, received 1,354,902 sacks of "fully made up" mail, or 4,328 sacks for each working day in the year, which the post-office merely received at the door and sent away intact.

Resuming the statistics for the month of June, the New York post-office received 108,392 sacks of "fully made up," a gain over that month of the previous year of 15,826 sacks. These average in weight 49 pounds, the same as last year.

During the month 42 publications in New York City sent in over 1,000 sacks each. This amounted for the whole to 109,886 sacks, of which 83,345 sacks were "fully made up" and 3,472 sacks "mixed," the latter being about 3 per cent of the whole and the "fully made up" 75 per cent of the whole. Aside from these there were 45 publications that sent in no "mixed" whatever, most of which were comparatively small, except in one instance, when a publication mailed 4,502 sacks during the month, of which none was "mixed."

Chicago continues splendid work among publishers. The total number of sacks received during the month shows a gain of 8,061 over the previous year, which sacks average 39½ pounds, as compared with 40 pounds last year. During the month twenty-four publications sent in over 1,000 sacks each. This amounted to 83,912 in all, 90 per cent of which was "fully made up" and less than 3 per cent "mixed."

In Philadelphia the five largest daily publications altogether sent in only 2.5 per cent of "mixed." Two other publications sent in a total of 7,309 sacks, of which only 2.7 per cent was "mixed."

At St. Louis a news company sent in 551 sacks and no "mixed."

In Omaha, Nebr., the four largest publications sent in during the month 8,612 sacks, of which only 357 were "mixed," or about 4 per cent.

In St. Paul, Minn., the four largest publications sent in 12,364 sacks, of which 253 only were "mixed"—2 per cent.

At Raleigh, N. C., three dailies sent in 2,392 sacks and no "mixed."

At Dallas, Tex., two publications sent in 3,380 sacks—no "mixed," and 9 smaller publications sent in 426 sacks, of which none was "mixed."

At Charleston, S. C., one publication sent in 361 sacks, all "fully made up."

In Baltimore one daily, including its weekly and Sunday editions, sent in 3,619 sacks and no "mixed." Another sent in 3,312 sacks, but one of which was "mixed," and a third 1,271 sacks and no "mixed." Baltimore has increased its "mixed" 2 per cent, but also increased its "fully made up" over 6 per cent.

In Minneapolis, Minn., the seven largest publications sent in only 387 sacks of "mixed" mail out of 19,015, or about 2 per cent.

At San Francisco, Cal., the five largest publications sent in 14,485 sacks, of which only 408 were "mixed," or 2.8 per cent.

At Paterson, N. J., nine of the principal publications sent in no "mixed" whatever.

At Memphis, Tenn., one publication sent in only 30 sacks of "mixed" out of 1,045.

In Elgin, Ill., one publication sent in 9,996 sacks without any "mixed," and another 679 sacks without any "mixed."

Williamsport, Pa., one publication sent in only 90 sacks of "mixed" out of 2,618.

Seattle, Wash., reports one publication sending in 2,149 sacks, none of which was "mixed."

At Bangor, Me., one publication sent in 1,017 sacks without any "mixed," and two others 819 sacks with only 12 "mixed."

Elmira, N. Y., reports one publication sending in 910 sacks all "fully made up."

At Indianapolis, Ind., three of the largest publications sent in 6,941 sacks, of which only about 2 per cent was "mixed."

In Springfield, Mass., the three largest publications sent in only 248 sacks of "mixed" out of 4,072, or about 6 per cent.

Utica, N. Y., reports one publication sending in only 56 sacks of "mixed" out of 1,472.

Lincoln, Nebr., the three largest publications sent in 10,836 sacks, of which only 414 were "mixed," or 4 per cent.

In Topeka, Kans., the three largest publications (daily papers) sent in only 234 sacks of "mixed" out of 3,542.

FULLY MADE-UP MAIL.

The following statement will be found especially interesting as showing the composition of the "fully made-up mail." By this it will be seen that of the 43 offices mentioned 25 per cent was made up by States not distributed at the office of origin, 55 per cent was received at the post-offices made up by routes, and 20 per cent made up for post-offices. In the case of this latter, not only the post-office receiving the mail from publishers is relieved of the distribution of it, but also the clerks on the routes.

	Number of sacks received made up by States and sent away intact.	Per cent of whole.	Number of sacks received made up for post-offices.	Per cent of whole.	Number of sacks received made up for routes.	Per cent of whole.	Total.
New York:							
General post-office	31,215	40	20,845	26	26,775	34	78,835
Branch H	7,589	25	18,137	60	4,580	15	30,306
Combined	38,804	37	38,482	35	31,355	28	108,641
Chicago, Ill.	9,143	10	11,170	12	70,379	78	90,692
St. Louis, Mo.	8,988	15	1,272	5	20,962	80	26,162
Philadelphia, Pa.	6,273	33	5,231	28	7,293	39	18,797
Boston, Mass.	8,010	44	6,815	34	3,974	22	18,299
Kansas City, Mo.	536	2	2,048	8	23,714	90	26,296
Cincinnati, Ohio.	2,417	89	742	12	2,981	49	6,140
Minneapolis, Minn.	1,772	8	3,243	15	16,272	77	21,287
St. Paul, Minn.	2,880	16	1,878	18	10,438	71	14,741
Milwaukee, Wis.	1,739	14	1,859	11	9,089	75	12,187
Augusta, Me.	14,230	80	3,485	12	55	1	17,770
San Francisco, Cal.	4,589	27	3,060	19	8,976	54	16,675
Detroit, Mich.	782	9	206	2	8,291	39	9,279
Pittsburg, Pa.	282	15	655	36	905	49	1,842
Cleveland, Ohio.	3,841	81	195	5	578	14	4,114
Atlanta, Ga.	472	7	740	12	5,085	81	6,297
Lincoln, Nebr.	2,478	20	2,319	18	7,867	62	12,664
Des Moines, Iowa	1,408	12	1,875	17	7,989	71	11,272
Elgin, Ill.	8,546	33	1,549	14	5,665	53	10,760
Indianapolis, Ind.	1,213	15	2,009	25	4,356	60	8,078
Baltimore, Md.	767	11	1,663	24	4,578	65	7,018
Omaha, Nebr.	577	6	1,093	11	8,409	83	10,079
Denver, Colo.	1,494	20	1,120	15	4,355	65	7,469
Nashville, Tenn.	1,703	69	87	1	746	30	2,486
Springfield, Mass.	967	17	501	8	4,372	75	5,840
Springfield, Ohio.	2,339	74	800	25	22	1	3,161
Washington, D. C.	1,496	45	973	30	823	25	3,297
Louisville, Ky.	1,003	44	127	6	1,158	50	2,288
Waterville, Me.	7,145	99	43	1	40	1	7,228
Dallas, Tex.	1,088	50	507	23	598	27	2,188
Buffalo, N. Y.	321	36	362	41	204	23	887
St. Joseph, Mo.	60	1	1,276	24	3,997	75	5,333
New Orleans, La.	97	9	138	12	861	79	1,096
Columbus, Ohio.	1,535	41	2,005	53	210	6	3,750
Memphis, Tenn.	169	10	893	51	689	39	1,751
Topeka, Kans.	401	9	371	8	3,702	83	4,474
Williamsport, Pa.	872	31	509	18	1,433	51	2,814
Toledo, Ohio.	1,262	69	128	7	439	24	1,829
Richmond, Va.	194	32	8	1	410	67	612
Los Angeles, Cal.	267	17	67	4	1,234	79	1,568
Sioux City, Iowa.	26	1	1,023	34	1,968	65	3,017
Brooklyn, N. Y.	870	19	835	44	704	37	1,909
Grand Rapids, Mich.	223	9	312	13	1,941	78	2,476
Total	131,579	25	102,629	20	290,142	55	524,450

HINDRANCES.

One cause which sometimes hampers improvement in the making up of their mail by publishers in large cities is that when they receive a complaint or a suggestion for improvement they are apt to refer it to their mailing agency to look after, and having done this relieve themselves from further observation and responsibility about a matter in the well-doing of which they have the largest interest.

CLUB PACKAGES.

Constant endeavor is being made to explain to publishers the benefit of making "club packages," that is, the consolidation of all papers going to one post-office in a package (or packages), or if enough, then in a separate sack, as this expedites greatly the handling and dispatch of the mail. This principle is set forth by the Department as follows:

Individually addressed copies of a publication intended for subscribers at the same post-office must be wrapped in one package and addressed to such office. (P. L. and R. of 1902, title 3, chap. 10, p. 213.)

THANKS.

Great credit is due to superintendents of mails, chief mailing clerks, and other officials of those offices which have shown improvement in the making up of their mails by publishers. These latter have in many instances expressed their satisfaction with the benefit they have obtained by these simple advance separations in the more speedy dispatch of their publications from post-offices.

STATUTORY PROVISIONS.

The reasons still exist upon which recommendation has been based for action by Congress to require simple advance separations by publishers, though the necessity is somewhat modified by the successful efforts which have been made in pointing out to publishers the advantages to them of cooperation in this respect.

THIRD AND FOURTH CLASS MAIL.

The benefits of the advance separation by States and cities are by no means confined to second-class mail. This is being appreciated more and more by the senders of large quantities of circulars, catalogues, etc.; and to make it simpler for them to conform, the advantages of having their lists arranged by States and cities is being constantly pointed out to them. Back of this, efforts are being made to induce the publishers of trade directories to adopt a geographical, instead of or in addition to the alphabetical list, as it is from such directories that the largest number of addresses are obtained.

CIVIL SERVICE.

The civil-service rules as applied to the Service in the matter of appointments and promotions have been in successful operation for such a long period that their great benefit is no longer questioned by those familiar with the situation. The record of each year only

serves to emphasize this fact, and it gives me pleasure to be able to state in this report that the past year has been no exception to the rule. The mental and physical examination which all appointees must undergo gives us men sound in mind and body—essentials in a capable and efficient railway postal clerk. More than four-fifths of our whole force is made up of those who entered the Service by the merit system, and the increased efficiency of the Service as shown by its ability to perform a larger amount of work per man than ever before and the steady decrease in the percentage of removals for cause can be credited in no small degree to civil-service methods.

The wisdom of increasing the physical requirement of applicants for examination from 5 feet 4 inches to 5 feet 6 inches in height, and from 125 to 135 pounds in weight (referred to in my last report), will, it is believed, become more apparent from year to year.

I would recommend that examinations for the Railway Mail Service be held at more frequent intervals, say once in six months, thus affording us a fresher list of eligibles from which to make selections, as under the present plan the eligible lists become exhausted, or nearly so, making it necessary in many cases to select those having a low rating.

IMPROVEMENTS.

The feature of the Railway Mail Service that custom has made it proper to mention under the above heading refers to movements of mail trains and their equipment for the distribution and handling of mails in transit. During the past fiscal year these improvements have been very considerable, as represented by the mileage affected, and the changes have been all in the direction to meet the growth and expansion demanded by the constantly increasing volume of mail matter and the ever-widening field for the employment of those facilities afforded by postal-car service.

For the period described in this report 28,357.61 miles of service have been improved and bettered, in order to admit of distribution of the mails with facilities for advancing the transmission and delivery of the same. The following table is prepared from the report of 1902, showing the figures representing improvements for each of the past thirteen years, including the year covered by this report:

	Miles.		Miles.
1891	13, 324. 00	1898	17, 370. 00
1892	19, 279. 00	1899	26, 838. 00
1893	16, 072. 00	1900	28, 463. 00
1894	8, 472. 00	1901	30, 214. 00
1895	14, 788. 00	1902	34, 605. 00
1896	26, 355. 00	1903	28, 357. 61
1897	22, 717. 00		

The public have long since come to realize and appreciate the benefits of mail service through the instrumentality of lines equipped with postal clerks, and are prompt to make demands for such service on every occasion where it can be utilized. These demands often, in fact, always, exceed the possibilities, as represented by the available funds for such improvements, and it then becomes necessary to exercise that discerning judgment of practical experience to determine and adjust the service to those demands which are considered most urgent and take necessary action to provide the facilities required.

During the fiscal year 1903, covered by this report, the betterments described aggregate a total of over 28,000 miles. In this total more than 10,000 miles are represented by the service which superseded the previous service, confined to receipt and dispatch of mails by means of closed pouches forwarded by trains on which there were no postal clerks provided. As compared with the report of 1902, it will be noted that the character of service described is exceeded by nearly 2,000 miles, being, in 1902, 8,678 miles, while during the last fiscal year the figures are 10,421 miles. The total mileage of improvements for the past year do not equal the figures applicable to the years 1900, 1901, and 1902. The difference, however, does not indicate any check in the development and growth of this branch of the mail service, but suggests that the Department, in its efforts to meet all practicable demands, has finally succeeded in getting abreast with the more urgent requirements of the country.

The betterments provided were very general, covering all sections of the country. The remote sections, however, have been given more attention than usual, on account of the urgency for such consideration, and in compliance with the well-known needs for improved postal facilities to meet the social and commercial demands of growth and development.

The fast mail service during the year has received that attention and interest at the hands of the Department which has specialized that feature of improvement in recent past years, and such additions have been made therein as it was thought would tend to further strengthen and improve the fast mail system so as to meet all requirements. As stated in my report of last year, the fast mail service can not properly be considered solely with reference to the benefits which may result to the patrons of the terminal offices by later dispatch and earlier arrival of the mails, because the entire intervening territory also partakes of the benefits of these fast trains, including localities served by lateral and connecting trains, and thus the benefits reach far beyond the immediate lines upon which the fast service may be operated.

It is gratifying to say that at this time there is hardly a railway system of any importance but operates directly or indirectly in the fast mail feature of service, either as a part of the fast mail system proper or by direct connection therewith.

One of the most important and far-reaching improvements in the fast mail system of the Service was placed in operation November 2, 1902, between New York, N. Y., and New Orleans, La. The schedule was arranged to leave New York at 2.15 a. m. and arrive at New Orleans the following morning at 11.50 a. m., as follows: Leave New York at 2.15 a. m.; Washington, D. C., 8 a. m.; Lynchburg, Va., 12.17 p. m.; Charlotte, N. C., 5.25 p. m.; Atlanta, Ga., 11.15 p. m.; Montgomery, Ala., 3.22 a. m., reaching New Orleans at 11.50 a. m. (The arriving time at New Orleans now is 11.30 a. m. by recent schedule change.) The distance from New York to New Orleans is 1,369 miles. At New Orleans this fast mail makes direct connection with trains via the New Orleans and Houston R.P.O., and thence by Houston and Eagle Pass, Houston and El Paso, El Paso and Tucson, Tucson and Los Angeles, and San Francisco and Los Angeles R.P.O.'s, covering a distance approximately of 3,850 miles from New York, N. Y., to San Francisco, Cal. By this new schedule New York and New Orleans are brought practically a day nearer to each other for

purposes of correspondence. Previously the mails left New York at 4.30 a. m. and reached New Orleans the second night, too late for receipt by the public, and hence the mail was not available until the following morning, thus making two full days between the points in question. Under the new schedule all mail available for dispatch at 2.15 a. m. from New York is deliverable at noon next day in New Orleans.

The territory intermediate between Washington, D. C., and New Orleans, La., including lateral connections, is also correspondingly benefited, as close connections are made at intermediate junctions by railway post-offices operated on connecting lines, giving the offices and lines served and connected by the latter the advantage of the fast train from New York, with its accumulation of mail gathered en route. The fast train from New York, leaving at 2.15 a. m., also receives a connection from Boston, Mass., leaving the latter city at 5 p. m., and thus extends the benefits of the new fast train to Boston, in the East, and connections at that place, including New England intermediate between Boston, Mass., and New York, N. Y.

The following is an extract taken from a New Orleans daily paper of November 4, 1902:

For the first time in the history of the country, letters posted in New York Sunday morning were delivered to people in New Orleans Monday, shortly after the noon hour, thus marking a new epoch in the history of railroading in the South. Letters posted in Atlanta Sunday night were brought in on the train and delivered at 1 o'clock, and for the first time Sunday New York papers were sold on the streets of New Orleans before 12 o'clock the next day after publication.

Traveling men and tourists at different hotels were pleased to learn that this service had been inaugurated, as it saves a day in the delivery of their mail, and many of the commercial men who were not informed as to when the service was to be inaugurated were surprised to get checks from their houses yesterday that they did not expect until to-day.

The foregoing quotation is assumed to give a fair idea of the opinion held at that point concerning this effort of the Department to improve the mail facilities and provide means for a quick interchange of correspondence from New York to this important commercial section of the country.

Among the other more important betterments provided since my last report may be mentioned the following, with the dates of authorization:

1902—October 3, Benson and Douglas, Ariz., R. P. O.—To furnish facilities for handling mails to and from Mexico.

October 3, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The extension of Indianapolis and Terre Haute, Ind., short line to Effingham, Ill.

October 3, Columbus, Ohio, and Chicago, Ill., R. P. O.—Extended through from Logansport, Ind.

October 14, Elroy, Wis., and Tracy, Minn., R. P. O.—Establishment of a daily line of 40-foot postal cars.

Northport and Spokane, Wash., R. P. O.—Establishment of a daily one-half line of 40-foot postals. This is an important route to and from Canada via Spokane, Wash.

October 15, Ashland and Milwaukee, Wis., R. P. O.—Additional line of service placed in operation.

October 15, Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O.—Establishment of a daily line of 80-foot postals in lieu of a line 50 feet in length.

October 15, Pittsburg, Pa., and Cincinnati, Ohio, R. P. O.—Substitution of a daily full line of 40-foot cars in lieu of a one-half line of such cars.

October 20, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—Establishment of an additional line of service by apartment cars between St. Louis, Mo., and Indianapolis, Ind.

October 23, Pittsburg, Pa., Wheeling, W. Va., and Cincinnati, Ohio, R. P. O.—A daily line of 40-foot postal cars placed in operation.

October 25, Pittsburg, Pa., and Cincinnati, Ohio, R. P. O.—An additional daily line of apartment cars east bound provided.

October 27, Danville and Cairo, Ill., R. P. O.—Authorizing a daily additional line between Danville and Mount Carmel, Ill.

October 27, Hankinson and Bismarck, N. Dak., R. P. O.—Extended from Oakes, N. Dak.

November 5, Richmond, Va., and Charlotte, N. C., R. P. O.—Establishment of an additional daily line of service.

November 6, Ogden, Utah, and San Francisco, Cal., R. P. O.—Substitution of a daily line of 60-foot postals between Oakland Pier, Cal., and Ogden, Utah, in lieu of a 50-foot line.

November 7, Massena Springs and Utica, N. Y., R. P. O.—Service increased from two to three times daily.

November 8, Toledo, Ohio, Frankfort, Ind., and St. Louis, Mo., R. P. O.—Establishment of additional service between Frankfort, Ind., and Charleston, Ill.

November 11, Grafton and Wheeling, W. Va., R. P. O.—Service increased from twice to thrice daily.

November 14, Spokane and Seattle, Wash., R. P. O.—Establishment of an additional daily line of service between Leavenworth and Seattle, Wash.

November 18, New York, N. Y., and Chicago, Ill., R. P. O.—Establishment of an additional daily one-half line of 50-foot postal cars between Cleveland, Ohio, and Chicago, Ill.

November 21, Chicago, Ill., and Cincinnati, Ohio, R. P. O.—Establishment of an additional daily line of 50-foot postal cars in lieu of 40-foot.

November 21, Bowling Green, Ky., and Memphis, Tenn., R. P. O.—Establishment of a daily line of 60-foot postal cars to supersede a daily line of 45-foot postal cars.

November 21, Nashville, Tenn., and St. Louis, Mo., R. P. O.—Authorizing a daily line of postal cars 50 feet in length in lieu of a line of 40-foot cars.

November 22, Chicago, Decatur and Quincy, Ill., R. P. O.—Establishment of a daily line of postal cars 40 feet in length.

November 26, Waco and Houston, Tex., R. P. O.—Establishment of additional daily line of service by apartment cars.

November 26, South McAlester, Ind. T., and Amarillo, Tex., R. P. O.—Service extended from Sayre, Okla.

December 5, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—Establishment of a daily one-half line of 60-foot postal cars to supersede a one-half line of postal cars 50 feet in length.

December 5, Kansas City, Mo., and El Paso, Tex., R. P. O.—Establishment of additional daily service between Kansas City, Mo., and Bucklin, Kans.

December 6, St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.—Establishment of an additional daily line of 40-foot postal cars between St. Paul, Minn., and Millbank S. Dak.

December 6, St. Paul, Minn., and Decorah, Iowa, R. P. O.—Establishment of 40-foot postal cars between St. Paul, Minn., and Austin, Minn.

December 6, St. Paul, Minn., and Mason City, Iowa, R. P. O.—Establishment of a daily line of 40-foot postal cars between St. Paul and Austin, Minn.

December 8, Grand Junction, Colo., and Ogden, Utah, R. P. O.—Establishment of an additional daily line of service by apartment cars.

December 13, St. Louis and Kansas City, Mo., R. P. O.—Establishment of a daily additional line of 40-foot postal cars.

December 13, Kansas City, Mo., and Memphis, Tenn., R. P. O.—Authorizing a daily line of 40-foot postal cars between Thayer, Mo., and Memphis, Tenn.

December 16, New York, N. Y., and Chicago, Ill., R. P. O.—Establishment of an additional daily line of postal cars, 40 feet in length, between Buffalo, N. Y., and Cleveland, Ohio.

December 17, Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill., R. P. O.—Service by this route increased from single to double daily.

December 18, Washington, D. C., and Charlotte, N. C., R. P. O.—Establishment of a daily line of 60-foot postal cars between Washington, D. C., and Danville Junction, Va., in lieu of a 50-foot line of such cars.

December 18, Washington, D. C., and Charlotte, N. C., R. P. O.—Establishment of an additional daily line of 60-foot postal cars between Danville Junction, Va., and Charlotte, N. C.

December 18, Charlotte, N. C., and Atlanta, Ga., R. P. O.—Establishment of an additional daily line of 60-foot postal cars.

December 18, New York, N. Y., and Washington, D. C., R. P. O.—Establishment of a full daily line of 50-foot postal cars in lieu of a daily one-half line 50 feet in length.

December 18, New York, N. Y., and Chicago, Ill., R. P. O.—Establishment of a daily line of 50-foot postal cars to supersede a daily line 40 feet in length.

December 20, Columbus, Ohio, and Chicago, Ill., R. P. O.—Establishment of a daily one-half line of 60-foot postal cars.

December 20, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—Establishment of a daily one-half line of 60-foot postal cars between Pittsburg, Pa., and St. Louis, Mo.

December 20, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—Authorizing an additional daily line of service by apartment cars between Columbus, Ohio, and Pittsburg, Pa.

December 22, Elroy, Wis., and Tracy, Minn., R. P. O.—Substituting a daily line of 50-foot postal cars in lieu of a line 40 feet in length.

December 31, Newton, Kans., and Fort Worth, Tex., R. P. O.—Assigning a daily one-half line of 40-foot postal cars.

December 31, Pacific Junction, Iowa, and Denver, Colo., R. P. O.—Establishment of a daily line of 40-foot cars between Omaha and McCook, Nebr.

1903—January 5, Chicago, Ill., and Council Bluffs, Iowa, R. P. O.—Substitution of a one-half daily line of 60-foot postal cars in lieu of a one-half line of 40-foot cars between Chicago and Galesburg, Ill.

January 17, St. Louis, Mo., and Texarkana, Ark., R. P. O.—Establishment of a daily line of 40-foot postal cars between Little Rock and Texarkana, Ark.

January 27, Kansas City, Mo., and Colorado Springs, Colo., R. P. O.—Establishment of a daily line of 40-foot postals between Kansas City, Mo., and Phillipsburg, Kans.

January 27, Kansas City, Mo., and Lajunta, Colo., R. P. O.—Establishment of an additional daily line of 40-foot postal cars between Kansas City, Mo., and Newton, Kans.

January 27, New York, N. Y., and Chicago, Ill., R. P. O.—An additional daily one-half line of 50-foot postal cars between Cleveland, Ohio, and Chicago, Ill.

January 27, Burlington, Iowa, and St. Louis, Mo., R. P. O.—Establishment of a daily one-half line of 60-foot postal cars in lieu of a one-half line of 50-foot postal cars.

January 28, Boston, Mass., and Albany, N. Y., R. P. O.—Establishment of an additional daily line of 40-foot postal cars.

January 30, Chicago, Ill., Elroy, Wis., and Duluth, Minn., R. P. O.—Establishment of a daily line of 40-foot postal cars between Eau Claire, Wis., and Duluth, Minn.

February 10, El Paso, Tex., and Tucson, Ariz., R. P. O.—Service increased by an additional daily line to make twice daily.

February 16, Boston, Mass., and Albany, N. Y., R. P. O.—Service between above points increased by an additional daily line.

February 18, Memphis, Tenn., Grenada, Miss., and New Orleans, La., R. P. O.—Establishment of an additional line of service as short run between Grenada, Miss., and New Orleans, La.

February 18, St. Louis, Mo., and Council Bluffs, Iowa, R. P. O.—Establishment of a daily line of 50-foot postal cars in lieu of a similar line of 40-foot cars between Pattonsburg, Mo., and Union Pacific Transfer (n. o.), Iowa.

February 28, Chicago, Ill., Monon, Ind., and Cincinnati, Ohio, R. P. O.—Establishment of a daily line of 50-foot postal cars to supersede a daily line of 40-foot cars.

March 3, Atlanta, Macon, Ga., and Montgomery, Ala., R. P. O.—Establishment of a daily line of 40-foot postal cars between Smithville, Ga., and Montgomery, Ala.

March 3, Chicago and Carbondale, Ill., R. P. O.—Extension of short run between Champaign and Carbondale, Ill.

March 10, Chicago, Ill., and Louisville, Ky., R. P. O.—Establishment of a daily line of 40-foot postal cars.

March 11, New York, N. Y., and Chicago, Ill., R. P. O.—A daily additional line of 60-foot postal cars to supersede a daily line of cars 40 feet in length, between Buffalo, N. Y., and Cleveland, Ohio.

March 19, St. Paul, Minn., and Portal, N. Dak., R. P. O.—Extension of short run between Minneapolis, Minn., and Hankinson, N. Dak.

March 21, Boston, Springfield, Mass., and New York, N. Y., R. P. O.—Establishment of an additional daily line of postal cars 60 feet in length.

March 27, St. Paul, Minn., and Havre, Mont., R. P. O.—Establishment of an additional line of service between Larimore, N. Dak., and Havre, Mont.

May 2, Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O.—Substitution of a daily line of postal cars 60 feet in length for a line of 40-foot postal cars.

May 5, Chicago, Ill., and Kansas City, Mo., R. P. O.—Assignment of an additional daily line of apartment-car service between Galesburg and Quincy, Ill.

May 17, Missouri Valley, Iowa, and Longpine, Nebr., R. P. O.—Establishment of an additional line of service between Norfolk Junction and Longpine, Nebr.

May 23, New York, N. Y., and Pittsburg, Pa., R. P. O.—Establishment of a daily full line of 60-foot postal cars in lieu of a daily one-half line of similar cars 50 feet in length.

June 1, New York, N. Y., and Grafton, W. Va., R. P. O.—Authority for an additional daily line of service between Cumberland and Baltimore, Md.

June 6, Alburt, Vt., and Boston, Mass., R. P. O.—Assignment of a daily line of 40-foot postal cars.

June 6, St. Paul, Minn., and Spokane, Wash., R. P. O.—Assignment of an additional daily line of postal cars 40 feet in length between St. Paul, Minn., and Fargo, N. Dak.

June 24, Washington, D. C., and Greensboro, N. C., R. P. O.—Establishment of a daily line of postal cars 60 feet in length to supersede a line of similar cars 50 feet in length.

June 24, Greensboro, N. C., and Atlanta, Ga., R. P. O.—A daily line of postal cars 60 feet in length in lieu of a similar line 50 feet in length between Greensboro and Charlotte, N. C.

June 27, New Orleans, La., and Houston, Tex., R. P. O.—Extension of short run between Lafayette, La., and Houston, Tex.

July 1, New York, N. Y., and Pittsburg, Pa., R. P. O.—Establishment of an additional daily line of apartment-car service.

July 1, Chicago, Ill., and Minneapolis, Minn., R. P. O.—Authority for an additional daily line of postal cars 40 feet in length.

August 20, Tracy, Minn., and Pierre, S. Dak., R. P. O.—Extension of short run from Huron to Pierre, S. Dak.

August 21, Chicago and Carbondale, Ill., R. P. O.—Extension of short run from Champaign to Chicago, Ill.

August 27, La Junta, Colo., and Albuquerque, N. Mex., R. P. O.—Service increased from single daily to twice daily.

August 27, St. Paul, Willmar, Minn., and Sioux City, Iowa, R. P. O.—Assignment of additional service between Willmar, Minn., and Sioux City, Iowa.

August 29, Nashville, Tenn., and St. Louis, Mo., R. P. O.—Establishment of a short run between Evansville, Ind., and St. Louis, Mo.

August 29, West Liberty and Council Bluffs, Iowa, R. P. O.—Extension of short run between West Liberty and Des Moines, Iowa.

September 9, Ashland and Louisville, Ky., R. P. O.—Assignment of a short run between Ashland and Lexington, Ky.

September 18, Jacksonville and Pensacola, Fla., R. P. O.—Assignment of a short run between Jacksonville and Tallahassee, Fla.

September 21, Columbus, Ohio, and Chicago, Ill., R. P. O.—Establishment of a short run between Bradford, Ohio, and Logansport, Ind.

September 22, Norfolk, Va., and Hamlet, N. C., R. P. O.—Assignment of a short run between Norfolk, Va., and Norlina, N. C.

IMPROVED RAILWAY POST-OFFICE AND APARTMENT-CAR SERVICE.

October 1 to December 31, 1902.

	Miles.
Closed-pouch service superseded by apartment cars.....	4, 539. 60
Apartment-car service superseded by full R. P. O. cars.....	3, 597. 89
Additional apartment cars placed on full R. P. O. lines.....	1, 044. 36
Full R. P. O. cars increased from 40 to 50 feet in length.....	939. 19
Full R. P. O. cars increased from 50 to 60 feet in length.....	2, 521. 37
Total.....	12, 642. 41

January 1 to September 22, 1903.

Closed-pouch service superseded by apartment cars.....	5, 882. 07
Apartment-car service superseded by full R. P. O. cars.....	4, 817. 87
Additional apartment cars placed in full R. P. O. lines.....	2, 763. 65
Full R. P. O. cars increased from 40 to 50 feet in length.....	448. 39
Full R. P. O. cars increased from 50 to 60 feet in length.....	1, 803. 22
Total.....	15, 715. 20
Grand total.....	28, 357. 61

ESTIMATES.

I beg to submit the following, showing the estimate for each item of the appropriation for this service:

Class.	Number.	Salary.	Estimate.
General Superintendent.....	1	\$4,000	\$4,000
Assistant General Superintendent.....	1	3,500	3,500
Chief clerk, office of General Superintendent.....	1	2,000	2,000
Assistant chief clerk, office of General Superintendent.....	1	1,800	1,800
Division superintendents.....	11	3,000	33,000
Assistant division superintendents.....	11	1,800	19,800
Assistant superintendents.....	25	1,600	40,000
Chief clerks.....	125	1,600	200,000
Class 6.....	271	1,500	381,978
Class 5a.....	1,280	1,400	1,768,061
Class 5b.....	542	1,800	682,775
Class 4a.....	1,779	1,200	2,104,382
Class 4b.....	910	1,100	999,610
Class 3.....	4,391	1,000	4,285,076
Class 2, not exceeding \$900.....	2,737	900	2,474,642
Class 1, not exceeding \$800.....	830	800	664,000
Total.....	12,916		13,504,594
For substitutes for clerks on vacation.....			50,000
For acting clerks in place of clerks injured, and to pay legal representatives of clerks killed on duty or who shall die within one year from result of injury on duty.....			100,000
For expenses of officials, etc.....			24,000
For office and miscellaneous expenses.....			62,000
For per diem, etc., of assistant superintendents.....			28,000
Total appropriation.....			13,758,594
Total appropriation for year previous.....			12,149,301
Increase.....			1,609,293

In conformity with the foregoing, I beg to recommend the following for the maintenance of the service for the fiscal year ending June 30, 1905:

Railway Mail Service.—One General Superintendent, at \$4,000; 1 assistant general superintendent, at \$3,500; 1 chief clerk, office of General Superintendent, at \$2,000; one assistant chief clerk, office of General Superintendent, at \$1,800; 11 division superintendents, at \$3,000 each; 11 assistant division superintendents, at \$1,800 each; 25 assistant superintendents, at \$1,600 each; 125 chief clerks, at \$1,600 each; 271 clerks, class 6, at not exceeding \$1,500 each; 1,280 clerks, class 5, at not exceeding \$1,400 each; 542 clerks, class 5, at not exceeding \$1,300 each; 1,779 clerks, class 4, at not exceeding \$1,200 each; 910 clerks, class 4, at not exceeding \$1,100 each; 4,391 clerks, class 3, at not exceeding \$1,000 each; 2,737 clerks, class 2, at not exceeding \$900 each; 830 clerks, class 1, at not exceeding \$800 each; in all, \$13,504,594. And the appointment and assignment of clerks hereunder shall be so made during the fiscal year as not to involve a greater aggregate expenditure than this sum.

For substitutes for clerks on vacation, \$50,000: *Provided*, That the Postmaster-General may allow railway postal clerks whose duties require them to work six days or more per week, fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks, in place of clerks injured while on duty, and to enable the Postmaster-General to pay the sum of \$1,000 to the legal representatives of any railway postal clerk who shall be killed while on duty or who, being injured while on duty, shall die within one year thereafter as the result of such injury, \$100,000.

For actual and necessary expenses of General Superintendent, assistant general superintendent, chief clerk, office of General Superintendent, assistant chief clerk, office of General Superintendent, division superintendents, assistant division superintendents, chief clerks, and railway postal clerks, while actually traveling on business of the Department and away from their several designated headquarters, \$24,000.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, typewriting machines, and badges for railway postal clerks, \$52,000.

For per-diem allowance of assistant superintendents, at the rate of \$4 per day, while actually traveling on business of the Department and away from their several designated headquarters and for their necessary official expenses not covered by per-diem allowance, \$28,000.

RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office cars for the fiscal year ending June 30, 1903, was \$5,104,960; amount expended (exclusive of the amount accrued to Pacific roads) was \$5,033,464.22, as reported by the Auditor, leaving an unexpended balance of \$71,495.78.

By adding to the above expenditure of \$5,033,464.22 the amount accrued to Pacific roads (which is not paid out of the appropriation), namely, \$104,615, we find the total cost for railway post-office cars for the year to have been \$5,138,079.22.

The appropriation for the fiscal year ending June 30, 1904 (exclusive of subsidized lines), is \$5,411,000.

The following shows the growth of the railway post-office car service during the period from July 1, 1888, to June 30, 1903:

Year ending June 30—	Appropriation.	Expenditure.	Increase.	Per cent of increase.	Gross amount accrued to Pacific roads.
1888.....	\$1,684,560	\$1,822,964.37	\$109,572.45	6.38	\$128,237.62
1889.....	2,563,643	1,991,066.61	168,102.24	9.22	141,646.50
1890.....	2,260,000	2,077,151.01	216,084.40	10.81	241,406.75
1891.....	2,510,000	2,450,819.13	243,668.12	11.40	236,237.06
1892.....	2,731,000	2,96,002.76	144,183.63	5.88	257,816.95
1893.....	2,409,750	2,96,589.40	200,586.64	7.73	252,017.24
1894.....	2,941,000	2,921,957.18	126,367.78	4.33	272,000.34
1895.....	3,000,000	2,68,557.91	86,600.73	1.23	259,084.84
1896.....	3,205,000	3,134,992.72	176,434.81	5.91	251,406.96
1897.....	3,400,000	3,40,869.82	225,877.10	7.20	263,059.80
1898.....	3,759,502	3,53,416.64	392,546.82	17.33	98,366.49
1899.....	4,000,000	3,60,953.86	207,587.22	5.53	95,813.30
1900.....	4,204,500	4,182,482.79	221,528.98	5.60	100,949.28
1901.....	4,461,000	4,08,639.53	226,156.74	5.47	105,239.20
1902.....	4,816,000	4,57,368.57	248,729.04	5.64	104,615.00
1903.....	5,104,960	5,033,464.22	376,095.65	8.07	104,615.00

The appropriation for the fiscal year ending June 30, 1904, is \$5,411,000. Estimating that the increase for the next year will be about 6 per cent, we find that the amount necessary would be \$5,735,660.

I have the honor, therefore, to respectfully recommend that the sum of \$5,735,660 be appropriated for railway post-office cars (exclusive of subsidized lines) for the fiscal year ending June 30, 1905.

CONCLUSION.

I take pleasure in transmitting herewith the annual report of the Railway Mail Service for the fiscal year ending June 30, 1903, because an examination of it will show that the Service has steadily increased in efficiency, importance, and extent.

I thank you, and through you the Postmaster-General, for the great consideration and encouragement given in the work we have done. This Office also wishes to take advantage of the occasion to thank our officers and clerks in the Service who have labored unceasingly and intelligently in its advancement.

Very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. W. S. SMALLENBERGER,
Second Assistant Postmaster-General.

ACCIDENTS IN WHICH CLERKS WERE INJURED OR IN WHICH MAIL WAS LOST OR DAMAGED DURING THE YEAR ENDED JUNE 30, 1903.

1902—July 1.—Alexandria and Lake Charles R. P. O., train 1, near Fenton, La. Clerk C. M. Hardie slightly injured.

July 1.—Lyons and Denver R. P. O., train 184, at Lyons, Colo. Clerk E. D. Lewis slightly injured.

July 2.—Charleston and Jacksonville R. P. O., train 6, near Monteith, Ga. Clerk N. Montgomery slightly injured.

July 2.—Burlington and Albany R. P. O., train 834, near Walloomsac, N. Y. Clerk E. C. Sanderson slightly injured.

July 2.—Sedalia and Denison R. P. O., train 1, at Savanna, Ind. T. Clerk Frank P. Baird slightly injured.

July 2.—Springfield, Litchfield, and St. Louis R. P. O., train 533, at Madison, Ill. Clerk James D. Mallory slightly injured.

July 9.—Chicago, Dubuque, and Minneapolis R. P. O., train 9. Clerk F. C. Fette was severely injured while exchanging mail by catcher service at Stanton, Minn.

July 10.—Spartanburg and Augusta R. P. O., train 1, near Laurens, S. C. Clerk J. A. Crews painfully injured.

July 14.—Ashland and St. Paul R. P. O., train 64, at Spooner, Wis. Clerk Henry M. Lawrence seriously injured.

July 16.—Akron and Delphos R. P. O., train 1, between Plymouth and North Auburn, Ohio. Clerk N. Winters seriously injured.

July 16.—Cleveland and Pittsburg R. P. O., train 336, at Shippingport, Pa. Clerk F. W. Wiegand severely injured.

July 17.—Texarkana and El Paso R. P. O., train 6, near Silver Lake, Tex. Mail car destroyed and portion of mail damaged. Clerks S. R. Ratliff seriously and S. W. Ray slightly injured.

July 18.—Orangeville and Watsontown R. P. O., train 1, at Turbutville, Pa. Clerk Edwin L. Hosfeldt slightly injured.

July 18.—Bureau and Peoria R. P. O., train 303, near Peoria, Ill. A portion of the mail damaged and Clerks R. Steinborn seriously and F. O. Grill slightly injured.

July 19.—Oil City and Mahoningtown R. P. O.'s, trains 211 and 216, were in collision at Skidmore, Pa. Both mail cars were wrecked, and Clerks H. J. Potter and Charles Banbury severely injured.

July 19.—Newton and Fort Worth R. P. O., train 17, in the yards at Newton, Kans. Clerks M. D. Blair and W. A. Taylor slightly injured.

July 20.—Pittsburg and St. Louis R. P. O., train 11, at Indianapolis, Ind. Clerks A. H. Henderson and J. A. Kidwell slightly injured.

July 21.—Emporia and Benedict R. P. O., train 273, near Benedict, Kans. Clerk C. L. Pearson slightly injured.

July 21.—Cleveland and Pittsburg R. P. O., train 303, at Hudson, Ohio. Mail car badly damaged and Clerk H. G. Gaston slightly injured.

July 21.—Toledo, Frankfort and St. Louis R. P. O., train 4, at Veedersburg, Ind. Clerk J. H. Melven severely injured.

July 22.—Houston and El Paso R. P. O., train 10, near Sierra Blanca, Tex. Portion of mail damaged and Clerk Emmett Jones slightly injured.

July 23.—Conway Springs and Larned R. P. O., train 413, at Stafford, Kans. Clerk A. J. Winters slightly injured.

July 25.—Pittsburg and St. Louis R. P. O., train 2, was wrecked by collision with runaway coal car at Trebeins, Ohio. Clerks Charles S. McKown and Maurice M. Peters were killed and their bodies consumed by fire. Clerks William G. Forsythe and George A. Gifford were seriously injured and burned. All the mail was destroyed.

July 25.—Chicago and Minneapolis R. P. O., train 5, at Etter, Minn. All mail believed to have been saved, but a portion of the letter mail badly damaged. Clerks A. O. Hunt, O. C. St. Amour, and P. K. Allen slightly injured.

July 28.—Williamsport and Mahaffey R. P. O., train 36, near Bells Landing, Pa. Clerk J. W. Bloom, jr., severely injured.

July 29.—Pittsfield and Bridgeport R. P. O., train 1425, near Cornwall Bridge, Conn. Clerk F. P. Chase slightly injured.

July 30.—New York and Pittsburgh R. P. O., train 11, near Bolivar, Pa. Two postal cars badly wrecked and clerks J. S. Wills, H. H. Wert, I. R. Maurer, C. H. Foster, and J. W. Huntsberger, injured.

July 30.—Kansas City and El Paso R. P. O., train 29, at Kansas City, Mo. Clerk Charles E. Bonette slightly injured.

August 2.—Atlanta and Brunswick R. P. O., train 16, at Stockbridge, Ga. Clerk A. H. Argo severely injured.

August 5.—Chicago, Oregon and Minneapolis R. P. O., train 47, was held up by train robbers near Savanna, Ill. The combination mail and baggage car was completely wrecked by dynamite. The mail, however, was not molested, and the clerks escaped injury.

August 9.—Chicago, Dubuque and Minneapolis R. P. O., train 9, near Elizabeth, Ill. A portion of the mail damaged and Clerk M. H. Skiff slightly injured.

August 14.—Charlotte, Savannah and Jacksonville R. P. O., train 29, near Jesup, Ga. Clerk H. B. Laws painfully injured.

August 15.—St. Louis, Moberly and Kansas City R. P. O., train 2, at Firma, Mo., while being detoured over the Chicago, Burlington and Quincy Railroad tracks. Clerk M. Diebling, jr., injured by arm of catcher and cinder guard.

August 16.—Chicago and Council Bluffs R. P. O., train 15, at Galesburg, Ill. Clerk Frank Miller slightly injured.

August 18.—Indianapolis and Peoria R. P. O., train 43, at Rising, Ill. All the mail was damaged and Clerks E. F. Kline, D. A. Ramey, and E. C. Peckman slightly injured.

August 22.—Salisbury and Chattanooga R. P. O., train 11, near Swananoa, N. C. Portion of the mail damaged and Clerk J. L. Pace slightly injured.

August 23.—Pittsburg, Kenova and Cincinnati R. P. O. Clerk B. L. Harris was seriously injured while exchanging mail by catcher service at Hanging Rock, Ohio.

August 24.—Asheville and Charleston R. P. O., train 14, near Columbia, S. C. Mail car wrecked and Clerk William Bryce seriously injured.

August 25.—Charlotte and Atlanta R. P. O., train 35, between Westminster and Fort Madison, S. C. A small portion of the mail damaged and lost and Clerks N. E. Lowenthal seriously and E. E. Smith, J. W. Gray, J. R. Anglin, and W. A. Dagnall slightly injured.

August 25.—St. Louis and Memphis R. P. O., train 3, near Beechwood, Ill. The mail car was badly wrecked and Clerk J. M. Needham slightly injured.

August 28.—Meridian and Shreveport R. P. O., train 1, near Clinton, Miss. Large quantity of mail slightly damaged and Clerks J. W. Longstreet and D. W. Holbrook severely injured.

August 28.—New York and Chicago R. P. O., train 32, near Toledo, Ohio. Clerks M. L. Walt and Frank Greening slightly injured.

August 29.—Bristol and Chattanooga R. P. O., train 35, near Lenoir City, Tenn. Clerks A. J. Tucker and G. M. Petty slightly injured.

August 30.—Danville and Thebes R. P. O.'s, trains 102 and 103 collided at Salem, Ill. Clerk John D. Hodges severely injured.

August 31.—Kansas City and Lajunta R. P. O., train 8, at Lajunta, Colo. Clerk J. B. Stone slightly injured.

August 31.—Chicago, Elroy and St. Paul R. P. O., train 2, at Fairchild, Wis. The mail car was badly damaged; a portion of the mail damaged and some destroyed, and Clerk H. W. Fernholz severely injured.

September 1.—Davenport and Leavenworth R. P. O., at Davenport, Iowa. Clerk J. D. Hagenbush slightly injured.

September 2.—Temple and San Angelo R. P. O., train 75, near Zepher, Tex. The mail car was badly wrecked; a portion of the mail damaged and Clerk Benson Maxwell severely injured.

September 3.—St. Paul and Spokane R. P. O., train 3, near Vermilion, Mont. The mail car was demolished; slight loss and damage to the mail and Clerk Edward C. Murray seriously injured.

September 3.—Texarkana and El Paso R. P. O., train 5, near Fort Hancock, Tex. The mail car was completely wrecked and there was slight loss and damage to the mail. Clerk John A. Davis slightly injured.

September 5.—Boston, Providence and New York R. P. O., train 68, at Providence, R. I. Clerk John A. Machon slightly injured.

September 6.—Memphis and Sayre R. P. O., train 2, at Devalls Bluff, Ark. The mail car was badly damaged and Clerk J. T. Thompson slightly injured.

September 6.—Kansas City and Wellington R. P. O., train 201, near Earleton, Kans. Clerk Theodore A. Heckman was seriously injured.

September 7.—Texarkana and Gatesville R. P. O., train 1, between Mound and Gatesville, Tex. The mail car was badly damaged and Clerk W. J. Faulkner slightly injured.

September 8.—Elmira and Baltimore R. P. O. Clerk Charles A. Seaman was severely injured while delivering mail at Muncy Station, Pa.

September 10.—Kansas City, Osawatimie and Coffeyville R. P. O., train 47, at Sheffield, Mo. The mail car was badly damaged and Clerk G. H. Fritts slightly injured.

September 11.—Toledo, Frankfort and St. Louis R. P. O., train 1, at Delphos, Ohio. Clerk Dallas Weeks severely injured.

September 13.—Chicago and Minneapolis R. P. O., train 22, at Milwaukee, Wis. The mail car and a portion of the mail were badly damaged and Clerk H. E. McDonald slightly injured.

September 14.—Sedalia and Denison R. P. O., train 4, near South McAlester, Ind. T. The postal car was badly wrecked and Clerks G. F. Tuley, Sherman Baird, and A. A. Montague slightly injured.

September 16.—Chicago, Dubuque and Minneapolis R. P. O., train 6, at Dundee, Iowa. Clerk B. G. Bowen slightly injured.

September 17.—Jesup and Lakeland R. P. O., train 40, near Inverness, Fla. Clerk L. B. Joiner slightly injured.

September 17.—St. Paul and Spokane R. P. O., train 3, at Dilworth Station (n. o.), N. Dak. Clerk Joseph H. Speakman slightly injured.

September 18.—Grafton and Cincinnati R. P. O., train 2, at Leesburg, Ohio. The postal car and a small portion of the mail were badly damaged. Clerk E. L. Stuck received injuries from which he died September 30, 1902. Clerks L. F. Hanger and W. O. Baumgardner were painfully injured.

September 19.—Rochester and Pittsburg R. P. O., train 6, at Wetmer Station, Pa. Clerk F. P. Parker slightly injured.

September 19.—Richland and Niagara Falls R. P. O. (short run), train 115, at Burt, N. Y. Clerk Clinton D. Towne severely injured.

September 19.—Spokane and Tacoma R. P. O., train 4, at Covington (n. o.), Wash. The mail car was badly wrecked and a portion of the mail damaged. Clerk Harry L. Mero severely injured.

September 20.—Chattanooga and Meridian R. P. O., train 4, at Morganville, Ga. The mail car was badly damaged and Clerk Leander Poole severely injured.

September 23.—Ogden and San Francisco R. P. O.'s, trains 1 and 2 collided near Carlin, Nev. Two postal cars were badly wrecked and Clerks O. J. Broadbuss, Charles B. Epstein, and John F. Walsh severely injured.

September 23.—Hamlet and Atlanta R. P. O., train 32, at Monroe, N. C. Clerk A. E. Orr slightly injured.

September 24.—Bristol and Chattanooga R. P. O., train 35, at Knoxville, Tenn. Clerk I. M. Thomas slightly injured.

September 24.—Des Moines and Kansas City R. P. O., train 4-7, at Carrollton, Mo. Clerk Charles C. Watson severely injured.

September 30.—Cleveland and Pittsburg R. P. O., train 319, at Ravenna, Ohio. Clerk G. A. Pendleton seriously injured.

October 1.—Cleveland and St. Louis R. P. O., train 46, at Galion, Ohio. Clerks J. W. Lindsey and E. W. Farmer slightly injured.

October 2.—Baltimore and Cherry Run R. P. O., train 15, at Linwood, Md. Clerk Edgar McCauley slightly injured.

October 2.—Loup and Grand Island R. P. O., train 87, near Loup, Nebr. Clerk Ray C. Packard slightly injured.

October 3.—Houston and Eagle Pass R. P. O., train 9, near Harwood, Tex. A portion of the mail damaged, and clerk Gus Ryland slightly injured.

October 3.—Detroit and Grand Haven R. P. O., train 18, at Birmingham, Mich. Clerk Covert O. Miller slightly injured.

October 4.—St. Paul and Spokane R. P. O.'s, trains 4 and 5 collided near Rapids Station (n. o.), Mont. All mail and postal car in train 5 was destroyed by fire, and a portion of the mail in train 4 was damaged. Clerk Andraes Lundwall was killed and his body cremated. Clerks Frank D. Bevans and Fred J. Scherrer slightly injured.

October 6.—Council Bluffs and Kansas City R. P. O., train 23, at St. Joseph, Mo. Clerk Emile Brunsing slightly injured.

October 7.—Ishpeming and Chicago R. P. O., train 193, at Waukegan, Ill. Clerk Frank M. Woodward slightly injured.

October 7.—Chicago and Council Bluffs R. P. O., train 8, at Galva, Ill. Clerks Charles A. Guthrie, James J. Corrigan, and Joseph A. Greaves slightly injured.

October 10.—Deadwood and Edgemont R. P. O., at Edgemont, S. Dak. Clerk Charles C. Wilson slightly injured.

October 11.—Pueblo and Silverton R. P. O., train 115, at Pueblo, Colo. Clerk Robert L. Frantz slightly injured.

October 12.—New York and Pittsburg R. P. O., train 4, at Barre Forge, Pa. The postal car was destroyed by fire, but all the mail was saved by the energy and presence of mind of the clerks. Clerks Fred S. Dietz, H. A. Strawbridge, F. M. Howell, George R. Moltz, C. F. Sanders, and J. W. Cox slightly injured.

October 12.—Montrose and Grand Junction R. P. O., train 315, at Montrose, Colo. Clerk Charles W. W. Smith slightly injured.

October 15.—Pittsburg and St. Louis R. P. O.'s, trains 8 and 21 collided at Reesville, Ind. The postal cars were demolished and a quantity of paper mail was destroyed. Clerk F. H. Hermen was instantly killed and clerk Jesse Kennedy seriously injured by jumping and falling down an embankment. Clerk W. L. Boyd was severely and Clerk J. J. Traub slightly injured.

October 17.—Creston and St. Joseph R. P. O., train 33, near St. Joseph, Mo. Clerk Leslie C. Tilson slightly injured.

October 18.—Minneapolis and Council Bluffs R. P. O., train 1, at Lake Crystal, Minn. Clerk Thomas E. McCart slightly injured.

October 19.—Marion and Kansas City R. P. O., train 8, at Ives, Iowa. Clerks Fritz and Goldsberry slightly injured.

October 19.—Hamlet and Atlanta R. P. O., train 23, at Rockingham, N. C. A small portion of the mail was damaged and clerk J. M. Hulme slightly injured.

October 20.—Louisville and Knoxville R. P. O., train 11, near Coal Creek, Tenn. Clerk R. W. Wood slightly injured.

October 21.—Danville and Cairo R. P. O., train 2, near Parker, Ill. Clerk Enoch M. Harris badly injured.

October 22.—Rockport and Boston R. P. O., train 42, at Lynn, Mass. Clerk Benjamin B. Osthuus slightly injured.

October 24.—St. Paul and Spokane R. P. O., train 2, near Bearmouth, Mont., was held up by robbers and a quantity of registered mail was stolen.

October 27.—Fernandina and Tampa R. P. O. Clerk R. S. Mitchell was slightly injured while making exchange of mails at Santos, Fla.

October 29.—Chicago, Monon and Cincinnati R. P. O., train 36, near Oxford, Ohio. The postal car, together with all the paper mail and a part of the letter mail, was destroyed by fire. Clerk J. B. Conner severely injured.

October 31.—New Orleans and Marshall R. P. O., train 54, at Shreveport Junction (n. o.), La. Clerk Thomas V. Hopkins slightly injured.

November 1.—Hempstead and Llano R. P. O., train 75, at Kingsland, Tex. Clerk D. R. Woodward slightly injured.

November 1.—Washington and Charleston R. P. O., train 35, near Elm City, N. C. The postal car was badly damaged and Clerks C. H. Woltz, P. F. Hayley, and P. M. Mitchell sustained slight injuries.

November 2.—Memphis, Grenada, and New Orleans R. P. O., train 4, at Jackson, Miss. The postal car was almost completely demolished and a large amount of mail damaged. Clerks W. H. Chandler and W. S. Bobo slightly injured.

November 5.—Washington and Charleston R. P. O., train 78, at Bolton, Va. Clerks R. I. Valentine and C. E. Howard slightly injured.

November 6.—Little Rock and Hot Springs R. P. O., train 33, near Hot Springs and Western and Choctaw Junction. A portion of the mail and the mail car were badly damaged, and Clerk W. N. Prater slightly injured.

November 7.—Louisville and Fulton R. P. O., train 122, at Central City, Ky. Clerk Jonathan E. Houchin severely injured.

November 9.—St. Louis and Kansas City R. P. O., train 2, near Jefferson City, Mo. Clerks August Kraft and L. B. Rifenbary slightly injured.

November 9.—Roanoke and Kenova R. P. O., train 4, near Williamson, W. Va. The mail apartment car caught fire from the engine, and car and contents were entirely consumed. Clerk Robert Park severely injured.

November 10.—Calistoga and Vallego Junction R. P. O., train 62, at St. Helena, Cal. The mail car was badly damaged, and clerk Lewis W. Mitchell slightly injured.

November 11.—Kansas City and Lajunta R. P. O., train 8, at Newton, Kans. A small quantity of mail was damaged, and clerk W. C. Harris slightly injured.

November 11.—New York and Chicago R. P. O., train 47, near East Toledo, Ohio. Clerk Clarence Williams slightly injured.

November 11.—Chicago, Aurora and Rockford R. P. O., train 10, at Rockford, Ill. Clerk F. A. Johnson slightly injured.

November 13.—Lincoln and Billings R. P. O., train 42, at Gillett, Wyo. A portion of the letter mail was damaged. Clerk Charles E. Bobbitt slightly injured.

November 13.—Cincinnati and Nashville R. P. O., train 6, near Hendersonville, Tenn. Clerk G. G. Bradbury slightly injured.

November 14.—Texarkana and El Paso R. P. O., train 5, near Abilene, Tex. The mail car was badly damaged, together with a small portion of the mail. Clerk Oscar Roberts slightly injured.

November 16.—Portland and San Francisco R. P. O., train 12, between Walker and Creswell, Oreg. Mail car was badly wrecked, and clerk Roy Smith slightly injured.

November 16.—Wheeling and Chicago R. P. O., train 7, at Utica, Ohio. Clerks W. C. Bisant and L. C. Ernst slightly injured.

November 18.—New Orleans and Houston R. P. O., train 10, at Devers, Tex. The postal car was completely demolished and a small quantity of the mail destroyed. Clerk Milton C. Hackett severely injured.

November 18.—Buffalo and Emporium R. P. O., train 102, near Emporium, Pa. Clerk J. Frank Sampson slightly injured.

November 23.—Texarkana and El Paso R. P. O., train 2, near Speed, Tex. Clerk S. F. Crow slightly injured.

November 23.—Columbia and Augusta R. P. O., train 130. Clerk J. W. Gordon was slightly injured by sudden jar to car in coupling train at Hamburg, S. C.

November 24.—Southern Railway express train 35 was wrecked at Spartanburg, S. C., and a large large quantity of mail lost or damaged.

November 26.—Leavenworth and Miltonvale R. P. O., train 41. Clerk J. M. Kurtz slightly injured at Blaine, Kans., by being thrown from rough handling of mail car while switching.

November 26.—Pittsburg and Cincinnati R. P. O., train 120, at Alton, Ohio. The mail car was slightly damaged and Clerk C. H. Knoderer slightly injured.

November 27.—St. Louis and Texarkana R. P. O., train 4, near Prescott, Ark. Clerk Wilson Davenport slightly injured.

November 28.—Waycross and Montgomery R. P. O., train 58, at Dothan, Ala. A small portion of the mail was damaged and Clerk G. S. Finch slightly injured.

November 28.—Toledo, Frankfort and St. Louis R. P. O., train 6, near Cayuga, Ind. A portion of the letter mail was damaged. Clerk W. T. Coffin slightly injured.

November 29.—Bastrop and Natchez R. P. O., train 2, near Layton, La. The mail car and a small quantity of the mail was damaged. Clerk Edgar F. Charles slightly injured.

December 2.—Cairo and Texarkana R. P. O., train 4, near Jonesboro, Ark. A portion of the mail was damaged and Clerks W. F. Cleveland and Harrison Box severely injured.

December 2.—Grand Junction and Ogden R. P. O., train 1, near Westwater, Utah. Clerk Eben L. Benson seriously injured.

December 3.—Cincinnati and Chattanooga R. P. O., train 3, at Sunbright, Tenn. The postal car was destroyed by fire and entire contents consumed. Clerks J. T. Eason, M. C. Caddell, and W. W. Smith were seriously injured.

December 3.—Shreveport and Houston R. P. O., train 1. Clerk Ed. D. Stegall was severely injured while exchanging mail at Spivey, Tex., by catcher service.

December 3.—Chicago, Fort Madison and Kansas City R. P. O., train 3, at Rothville, Mo. There was slight damage to the mails and Clerks H. F. Condon, S. L. Wilkins, and F. D. Allen slightly injured.

December 10.—Cheyenne and Pocatello R. P. O. Clerk Joseph Graham was injured at Sage, Wyo., while exchanging mails.

December 10.—Coffeyville and Little Rock R. P. O., train 55, between Dyer and Mulberry, Ark. Clerk H. B. Pinckney slightly injured.

December 11.—Clerk Leander Owen, St. Louis and Texarkana R. P. O., train 5, was killed at Traskwood, Ark., while attempting to deliver mail into the postal car of a train that was slowly passing his own.

December 12.—Caldwell and Fort Worth R. P. O., train 2, near Terral, Ind. T. Clerk William M. Clark slightly injured.

December 12.—New York and Washington R. P. O., train 66, at Jersey City, N. J. Clerk E. H. Roberts slightly injured.

December 13.—Washington and Hinton R. P. O., train 2, near Whitcomb, W. Va. The postal car was completely wrecked, some of the mail damaged, and a small portion believed to have been lost. Clerks J. W. Sipe, E. A. Compton, and W. D. Page slightly injured.

December 13.—Denison and Taylor R. P. O., train 1, at Burleson, Tex. Clerks W. O. Kretzinger and A. D. Hay slightly injured.

December 13.—Pittsfield and New Haven R. P. O., train 1428, near Great Barrington, Mass. There was slight damage to the mail and Clerk J. S. Monahan injured.

December 16.—Elroy and Tracy R. P. O., train 503, at Owatonna, Minn. The mail car and a portion of the mail were damaged and Clerk W. Putsch severely injured.

December 16.—Chattanooga and Meridian R. P. O., train 1, near Moundsville, Ala. The train fell into a creek and a large portion of the mail carried away by water. The mail car was badly wrecked and Clerks A. J. Kelly and R. Riggs seriously injured.

December 17.—Kansas City and Lajunta R. P. O., train 7, at Hutchinson, Kans. Clerk N. C. Johnson slightly injured.

December 17.—Syracuse and Rochester R. P. O. Clerk W. G. Daggett was severely injured by being struck by an object which, it is believed, projected from a passing freight car.

December 17.—Bangor and Boston R. P. O., train 2, near Freeport, Me. Three postal cars were partly wrecked and Clerks M. E. Wood, J. A. Tolman, and A. F. Cox injured.

December 18.—Kansas City and Colorado Springs R. P. O., train 5, at Limon Station, Colo. Clerk W. D. Lane slightly injured.

December 18.—St. Louis, Iron Mountain and Southern Railroad, express train 33, at Little Rock, Ark. A considerable quantity of mail (other than first class) was destroyed or damaged by a fire which had broken out in the car containing the mail.

December 19.—Ashfork and Los Angeles train 3, at Seligman, Ariz. The mail car was partly wrecked and Clerks R. L. Coons and F. W. Burgess injured.

December 19.—Denver and Grand Junction R. P. O., train 4, near Glenwood Springs, Colo. The mail car was completely disabled and Clerk F. F. Wood painfully injured.

December 20.—Pittsburg and St. Louis R. P. O., train 18, at East St. Louis, Ill. The postal car was badly damaged and Clerks J. W. Crouch, L. R. Coleman, and J. A. Kidwell slightly injured.

December 21.—New York and Chicago R. P. O., train 3, near Peekskill, N. Y. (Highland Station). The storage mail car of this train caught fire from an unknown cause and was destroyed, together with almost its entire contents.

December 21.—Washington and Harrisonburg R. P. O., train 9, at Broadway, Va. The postal clerk was slightly injured.

December 21.—Kansas City and Pueblo R. P. O., train 1, near Rantoul, Kans. A small quantity of mail destroyed by fire and damaged by water. Clerk Dale Lucas slightly injured.

December 22.—Clerk H. G. Steubinger, Pittsburg and St. Louis R. P. O., train 2, fell from his car at Collinsville, Ill., while attempting to adjust the catcher, and sustained injuries that resulted in his death January 13, 1903.

December 23.—Burlington and White River Junction R. P. O., train 9, near Montpelier Junction, Vt. Clerk Brownell slightly injured.

December 24.—Sedalia and Paola R. P. O., train 50, near Greenridge, Mo. Clerk H. F. Beal seriously injured.

December 24.—Detroit, Grand Ledge and Grand Rapids R. P. O., train 2, at McCords, Mich. Mail car damaged and Clerks J. L. Scoville and J. C. Hecox slightly injured.

December 24.—Kansas City and Lajunta R. P. O., train 4, near Argentine, Kans. Clerks R. O. McGee and H. Henning slightly injured.

December 24.—Salina and Oakley R. P. O., train 84, at Salina, Kans. Clerk W. H. White severely injured.

December 25.—Des Moines and Keokuk R. P. O., train 201, near Des Moines, Iowa. Clerk Charles Brother slightly injured.

December 25.—Chicago, Cedar Rapids and Council Bluffs R. P. O., train 4, at Chicago, Ill. Clerks J. E. Brennan and H. S. McClintock slightly injured.

December 25.—St. Paul and Watertown R. P. O., train 13, near Marietta, Minn. Mail car was badly damaged and Clerk D. R. Darby slightly injured.

December 25.—Elroy and Tracy R. P. O., train 501, at Rochester, Minn. Clerks A. G. Tainter seriously and I. B. Keeler slightly injured.

December 25.—Kansas City and Afton R. P. O., train 109, at Columbus, Kans. Clerk James W. Blanton slightly injured.

December 25.—Albany and Pidcock R. P. O., train 1, near Barwick, Ga. The mail apartment was destroyed by fire and a small portion of letter mail lost.

December 27.—Louisville and Fulton R. P. O., train 104, at Caneyville, Ky. Clerk J. R. White slightly injured.

December 28.—Arcadia and Cherryvale R. P. O., train 121, at Pittsburg, Kans. Clerk W. M. Parks slightly injured.

December 29.—Ashfork and Los Angeles train 7, near Bagdad, Cal. Car was badly damaged and Clerk O. D. Osborn slightly injured.

December 30.—Erie and Pittsburg R. P. O., train 216, near West Middlesex, Pa. The mail car was badly wrecked and Clerk J. B. Pyle severely injured.

December 31.—Detroit and Cincinnati R. P. O., train 6, at Wapakoneta, Ohio. The mail car was damaged and Clerk C. W. Vandervort slightly injured.

December 31.—Lexington, Lawrence and Louisville R. P. O., train 1, at Bushrun, Ky. Clerk J. C. Taylor slightly injured.

1903—January 1.—Pittsburg and Fairchance R. P. O., train 113, near New Haven, Pa. Clerk R. C. Manbeck slightly injured.

January 1.—Hartington and Wakefield R. P. O., train 40, near Wakefield, Nebr. A small portion of the letter mail was damaged. Clerk Clarence W. Goodsell slightly injured.

January 2.—Ravenna and Dayton R. P. O. Clerk Elson Helwig was slightly injured while making exchange of mail at Kennard, Ohio.

January 3.—Lynchburg and Bristol R. P. O., train 4, near Bedford City, Va. The boiler of engine exploded, badly wrecking the mail car and slightly injuring the clerks.

January 3.—Wichita and Englewood R. P. O., train 517, near Coats, Kans. Clerk J. G. Denhollem slightly injured.

January 6.—Bristol and Chattanooga R. P. O. Clerk George W. Burns slightly injured while making exchange of mail at Niota, Tenn., by being shot in the leg by an unknown person.

January 6.—Shreveport and Alexandria R. P. O., train 1, at Chalk Level (n. o.), La. The mail car was badly damaged and Clerk S. K. Scott slightly injured.

January 7.—Norfolk and Richmond R. P. O. Clerk E. T. Jenkins was slightly injured by being thrown from mail wagon while accompanying mail between post-office and boat.

January 9.—Greensboro and Jacksonville R. P. O., train 34, at McIntosh, Ga. Mail car was completely demolished and a quantity of mail, including registered mail, lost and damaged. Clerk S. F. Coakley seriously injured.

January 9.—Cleveland and St. Louis R. P. O., trains 36 and 11, collided near Bethalto, Ill. The postal cars were completely demolished and destroyed by fire, together with a large quantity of mail. Clerks J. T. Coridan, A. J. Wilson, R. Clark, O. A. Woody, and F. A. Reese slightly injured.

January 12.—St. Albans and Boston R. P. O. Clerk W. S. West was seriously injured by his head coming in contact with a projecting beam while mail wagon, on which he was riding, was being backed into the place of unloading at the North Union Station, Boston, Mass.

January 12.—St. Paul and Spokane R. P. O., train 6, was held up by robbers near Butte, Mont. The mail was not molested, but Clerk Will M. Bell was slightly injured by being shot in the hip and by being hit on the head with the muzzle of a revolver in the hands of one of the robbers.

January 13.—Rock Island and St. Louis R. P. O., train 48, near Alton, Ill. The postal car was wrecked and a portion of the mail damaged. Clerks George L. Mitchell and Edwin W. Ebey slightly injured.

January 14.—St. Paul and Havre R. P. O., train 4, at Barnesville, Minn. The mail car was badly wrecked and Clerks Maurice O'Connor and C. A. McCabe slightly injured.

January 14.—Pittsburg and Fairchance R. P. O., train 101, at Watt Station, Pa. Mail car was slightly damaged and Clerk G. M. Scott slightly injured.

January 15.—Havre and Spokane R. P. O., train 3. Clerk James A. Nelson was slightly injured while making catch at Newport, Wash.

January 16.—Salida and Ouray R. P. O., train 315, at Sargents, Colo. The mail car was badly wrecked and a portion of the mail was damaged. Clerk Frederick E. Jarvis slightly injured.

January 17.—Pittsburg, Wheeling and Cincinnati R. P. O., train 103, near Remington, Ohio. The mail car was badly damaged and Clerks Stevens and Stokesbury slightly injured.

January 18.—Chicago, Dubuque and Minneapolis R. P. O., train 5, near Wasco, Ill. The mail car was completely demolished and a large quantity of the mail was damaged. Clerks George T. Zerbe seriously and Harry W. Ackley slightly injured.

January 19.—Elroy and Tracy R. P. O., train 503, at Lytles, Wis. A portion of the letter mail was damaged and Clerks W. E. Brauns and Leslie R. Lefler slightly injured.

January 20.—Benson and Douglas R. P. O., train 1, near Douglas, Ariz. The mail was badly damaged and the mail car totally demolished. Clerk Albert Newell slightly injured.

January 21.—Cleveland and Pittsburg R. P. O. F. W. Wiegand was slightly injured while at work in his car at Pittsburg, Pa., due to violent switching of same.

January 21.—Houston and El Paso R. P. O., train 9, at Sanderson, Tex. The mail car was badly damaged and the letter mail slightly damaged by oil. Clerk R. L. Smith slightly injured.

January 22.—Temple and San Angelo R. P. O., train 75, at Temple, Tex. William E. Matthews slightly injured.

January 23.—Kansas City and Geneseo R. P. O., train 42, at Yates Center, Kans. The mail car and a portion of the mail were damaged. Clerk Walter F. Messinger slightly injured.

January 23.—Memphis, Granada and New Orleans R. P. O., train 1, near Memphis, Tenn. The postal car was demolished and a large amount of mail damaged. Clerks Reuben Davis and F. B. Ethridge seriously injured.

January 24.—Kansas City and Geneseo R. P. O., train 32, near Kansas City, Mo. Clerks Warren H. Ulsch and Milton S. Wood slightly injured.

January 24.—Omaha and Ogden R. P. O., train 3, at Gothenburg, Nebr. The postal car was badly wrecked and Clerks N. B. Woods and W. H. Baker were slightly injured.

January 25.—Pocatello and Portland R. P. O., train 6, near Gibbon, Oreg. The postal car was badly wrecked and a large quantity of the mail damaged. Clerks Jay Oliver and Elias J. Hufford slightly injured.

January 27.—Pembina and Winnipeg Junction R. P. O., train 8, at Pembina, N. Dak. A portion of the letter mail was slightly damaged and the mail car wrecked. Clerk L. T. Roberts slightly injured.

January 27.—Chicago and Evansville R. P. O., train 3, near Danville Junction, Ill. A quantity of the letter mail and the mail car were damaged and Clerk Guy C. Winks was slightly injured.

January 27.—New York and Chicago R. P. O., train 16, near Palmyra, N. Y. The postal cars were slightly damaged and Clerks George A. Bausum and H. A. Finnegan slightly injured.

January 28.—Athens and Macon R. P. O., train 16, at Monticello, Ga. Clerk Frank Hubbard slightly injured.

January 28.—St. Louis and Memphis R. P. O., train 3, between Ullin and Pulaski, Ill. The postal car was badly damaged and Clerks J. C. Parker, Bruce Knox, and Wallace P. Wilson were slightly injured.

January 28.—Ogden and San Francisco R. P. O., train 1, at Wadsworth, Nev. Clerks Henry P. Hook and Andrew Christensen slightly injured.

January 28.—St. Louis and Texarkana R. P. O., train 3, near Texarkana, Ark. The postal cars were badly damaged, together with a small portion of the letter mail. Clerk Daniel M. Casey slightly injured.

January 28.—El Paso and Tucson R. P. O., train 9 collided with express train 8 of the same line near Tucson, Ariz. All the mail on both trains was burned, as was also the postal car on train 9. Clerk Ben S. Sawyer severely injured.

January 28.—Cleveland and Bridgeport R. P. O., train 10, at Barberton, Ohio. The mail car was badly damaged and Clerk C. W. Hoover slightly injured.

February 1.—Boston and Albany R. P. O., train 15, at Worcester, Mass. Clerk Henry E. Rice slightly injured by being caught between cars while leaving train to collect mail from depot letter box.

February 3.—New York and Grafton R. P. O., train 525, at Jersey City, N. J. Clerk John A. Thompson severely injured by being thrown against rack while train was being shifted in depot.

February 3.—Chicago, Decatur and Quincy R. P. O., train 11, at Risk, Ill. The mail car was wrecked and a portion of the letter mail damaged. Clerks J. S. Jellison and James M. Wilson slightly injured.

February 4.—Sedalia and Denison R. P. O., train 5, at Sedalia, Mo. Clerk John K. Stewart slightly injured.

February 4.—Salt Lake City and Marysville R. P. O., train 10, near Springville, Utah. The mail car was totally demolished and the mail badly damaged. Clerk Archie M. Cheney slightly injured.

February 5.—Wellsville and Bellaire R. P. O., train 310, at Mingo Junction, Ohio. Clerk W. A. McKelvey slightly injured.

February 6.—Peoria and Evansville R. P. O., train 221, at Hidalgo, Ill. The mail car was completely wrecked and a portion of the mail damaged. Clerk C. C. McCarty severely injured.

February 7.—Pittsburg and St. Louis R. P. O., train 3, near Terre Haute, Ind. The mail car was completely wrecked and a portion of the mail damaged. Clerk G. H. Lee severely injured.

February 9.—Asheville and Charleston R. P. O., train 13, at Biltmore, N. C. Mail car badly damaged and Clerk J. H. Lee slightly injured.

February 11.—Ishpeming and Chicago R. P. O., train 2, at Winnetka, Ill. The postal car was demolished and a considerable quantity of mail was damaged. Clerks Charles C. Flint, Charles F. Clark, George W. Hutchinson, and Frank C. Law slightly injured.

February 14.—Atlanta and Birmingham R. P. O., train 37, near Rome, Ga. Mail car almost totally demolished and Clerks W. A. Lynch and Homer L. Grice slightly injured.

February 15.—Washington and Greensboro R. P. O., train 33, at Ravensworth, Va. The postal car was slightly damaged. Clerks V. P. Hammer, N. W. Borden, J. T. Flory, E. L. Loving, and W. G. Strickler severely injured.

February 16.—Denison and Houston R. P. O., train 4, at Ennis, Tex. The mail car was badly damaged and Clerk Thomas J. Grady slightly injured.

February 17.—Louisville and Knoxville R. P. O., train 25, at Pleasant View, Ky. The mail car was badly wrecked and the paper mail considerably damaged. Clerk Carrick H. Haverly severely injured.

February 20.—St. Louis and Monett R. P. O., train 5, near Phillipsburg, Mo. The mail car was slightly damaged and Clerk C. D. Allison slightly injured.

February 20.—Knoxville and Oakdale R. P. O., train 15, near Knoxville, Tenn. Mail car somewhat damaged and Clerk J. J. Gibbs slightly injured.

February 20.—Elmira and Baltimore R. P. O., train 18, was run into by engine in the depot at Harrisburg, Pa., slightly damaging the mail car and slightly injuring Clerks W. W. Ripka, N. D. Sprecher, and H. C. Quigley.

February 20.—Sedalia and Denison R. P. O., train 2, at Denison, Tex. Clerk D. McElvain slightly injured.

February 22.—St. Louis and Monett R. P. O., train 9, near Arlington, Mo. The car was demolished and a small quantity of mail damaged and a few pieces were lost. Clerks F. D. Patterson and Jesse S. Hunn slightly injured.

February 22.—Baltimore and Pittsburg R. P. O., train 9, at Connellsville, Pa. The mail car was damaged and Clerk H. A. Bowers slightly injured.

February 23.—Buffalo and Cincinnati R. P. O., train 25 collided with a freight train near Berea, Ohio, 9.30 p. m. The postal car and its entire contents of mail and equipment were destroyed by fire. Clerks Louis M. Walworth, W. H. Blackwell, Fred. W. Kreisman, and George W. Smiley were killed, the bodies of the last three named clerks being consumed with the car.

February 23.—Cuthbert and Tallahassee R. P. O., train 3, at Kestler, Ga. A portion of the letter mail slightly damaged and Clerk W. B. Goff slightly injured.

February 25.—Waycross and Montgomery R. P. O., train 23, at Donaldsonville, Ga. Mail car badly damaged and Clerk Eugene Hester slightly injured.

February 26.—Kansas City and La Junta R. P. O., train 3, at Florence, Kans. The mail car was badly wrecked and a few letters were slightly damaged. Clerk Richard O. McGee was severely and Clerks J. B. Stone and Charles F. Rice were slightly injured.

February 26.—Chicago, Fort Madison and Kansas City R. P. O., train 2, at Dumas, Mo. The mail car was slightly damaged and Clerks William P. Felt and George W. Conlee were slightly injured.

February 27.—Chicago and Cincinnati R. P. O., train 5, at Griffiths Station, near Cincinnati, Ohio. The mail car was slightly damaged and Clerk David Rosenbaum severely injured.

February 28.—Huntingdon and Cumberland R. P. O. William E. Blake slightly injured by being thrown from table while lighting lamp, due to violent switching of engine against car.

February 28.—Bristol and Chattanooga R. P. O., train 30 was wrecked near Lenoir City, Tenn., by running into a landslide. The postal car was destroyed by fire and a large quantity of mail lost. Clerk Arthur J. Tucker was killed and George M. Petty seriously injured.

March 5.—Waycross and Montgomery R. P. O., train 58, at Quitman, Ga. Clerk H. G. Huggins was slightly injured. A small quantity of the letter mail was slightly damaged.

March 6.—Kansas City and Pueblo R. P. O., train 2, at Boone, Colo. Clerk Thomas Lasater received slight injuries, and a small quantity of the paper mail was damaged.

March 7.—Sault Ste. Marie and Minneapolis R. P. O., train 8, at North Escanaba, Mich. A portion of the mail was damaged and Clerk M. E. Sayles severely bruised.

March 8.—Nashville and Montgomery R. P. O., train 4, at Siluria, Ala., by running through an open switch, completely demolishing the postal car and damaging a considerable quantity of mail. Clerk Charles J. West was pinned down in car and so badly scalded that he died the next day. Clerks William F. Fisher and W. H. Randle received severe injuries.

March 9.—Kansas City and Memphis R. P. O., train 106, near Bois D'Arc, Mo. The postal car was completely demolished and a large quantity of mail badly damaged. Clerks J. L. Oldham, Joseph Miller, and Charles R. Davis were severely injured.

March 9.—St. Louis and Eldorado R. P. O., train 692, near Mulkeytown, Ill., slightly injuring Clerk John W. Neville.

March 11.—Nashville and St. Louis R. P. O., train 51 collided with another train at Rankins Switch (n. o.), Ky., demolishing the mail car and slightly injuring Clerks C. L. Logan, G. L. Newman, and W. A. Vaughn. A small quantity of mail was damaged by water, but none lost.

March 12.—Clerk J. M. Mongold, Bristol and Chattanooga R. P. O., was shot in the arm by an unknown person while standing in the door of the car preparatory to the dispatch of mails at Knoxville, Tenn.

March 13.—Nashville and Atlanta R. P. O., trains 3 and 4, was wrecked near Sheld-mound, Tenn., by head-end collision. Postal car in train 3 took fire and a small amount of mail was damaged. Clerks M. J. Conley, W. S. Cox, John A. Manget, W. C. Foster, W. M. White, and Harry V. Cooper received slight injuries.

March 14.—Houston and El Paso R. P. O., train 9, collided with freight train near Sierra Blanca, Tex. The mail car as well as a quantity of mail being slightly damaged. Clerk Charles G. Kibbe received severe injuries.

March 14.—Kansas City and Caldwell R. P. O., train 3, was in collision with Kansas City and El Paso R. P. O., train 44, near Dwight, Kans. The mail cars were badly damaged and a considerable quantity of mail was injured by water and oil. Clerks V. L. Alexander, C. H. Kennedy, and Walter Barkley were severely injured.

March 14.—Corbin and Jellico R. P. O., train 46, near Corbin, Ky. The mail apartment was demolished and the clerk, J. M. Adams, slightly injured.

March 15.—Marion and Kingsville R. P. O., train 34, near Camden, S. C. The mail car was demolished and Clerk T. B. Neal slightly injured.

March 16.—Texarkana and Laredo R. P. O., train 5, collided with train 7 of the same line at Kyle, Tex., badly damaging the mail car on train 5 and slightly injuring Clerks Frank and Rudolph Bernhard.

March 16.—Galesburg and Havana R. P. O., train 1, near Fairview, Ill. A small quantity of mail was damaged and Clerk Elmer F. Young slightly injured.

March 18.—Transfer Clerk D. McMillan, Chattanooga, Tenn., while en route from Central station to post-office with registered mail, had his skull fractured by being violently thrown from street car upon which he was riding.

March 20.—Loup and Grand Island R. P. O., train 83, at Grand Island, Nebr. The mail car was badly damaged and clerk R. C. Packard severely injured.

March 21.—Clerk John C. North, Waco and Yoakum R. P. O., was severely injured while at work in his car at Yoakum, Tex., by the violent shifting of the train.

March 23.—Peoria and Des Moines R. P. O., train 104, was wrecked by running into an open switch at Knoxville, Iowa, slightly injuring clerk J. S. Baker and Asst. Supt. W. H. Penn, of the Railway Mail Service.

March 23.—Greensboro and Atlanta R. P. O., train 36, near Ayersville, Ga. Clerk W. R. Wilson was slightly injured, and the mail car was demolished.

March 26.—Ashland and St. Paul R. P. O., train 65, near Hayward, Minn. Clerk Edward L. Casey severely injured.

March 26.—Houston and El Paso R. P. O., train 10, was wrecked at Lacosta, Tex., by colliding with the first section of same train. The mail car was consumed by fire, although the mail was saved without damage or loss. Clerk Nathaniel S. Whitfield received slight injuries.

March 27.—Portland and San Francisco R. P. O., train 12, near Riddles, Oreg. The mail car and a small quantity of mail was damaged, and clerk A. B. Brown received slight injuries.

March 29.—Kansas City and La Junta R. P. O., train 4, was wrecked near Strong, Kans., by colliding with a freight train. The mail car was considerably burned and the letter mail thrown from the cases. The clerks received slight injuries.

April 2.—Dwight and Peoria R. P. O., train 52, at Dwight, Ill. Clerk C. E. Alford slightly injured.

April 3.—St. Albans and Boston R. P. O., train 171, near Northfield, Vt. Clerks F. H. Follansbee and W. S. Lyon slightly injured.

April 4.—Paris and Cleburne R. P. O., train 67, at Merit, Tex. Clerk J. C. Cartwright slightly injured.

April 5.—New York and Pittsburg R. P. O., train 10, at Harrisburg, Pa. Clerk S. B. Brockway slightly injured.

April 8.—Hendersonville and Towaway R. P. O., train 4, near Brovard, N. C. Clerk Jos. A. Shaw severely injured.

April 13.—Monett and Fort Worth R. P. O., train 410, near Foyil, Ind. T. Clerk W. A. Terrell slightly injured.

April 13.—Wheeling and Chicago R. P. O., train 8, near Mansfield, Ohio. Clerks J. P. Love and J. W. Eaton injured.

April 14.—Texarkana and El Paso R. P. O., train 6, near Odessa, Tex. Clerk R. P. Himes slightly injured.

April 15.—New York and Chicago R. P. O., train 15, at Conneaut, Ohio. Clerks Victor F. Hills, F. S. Phelps, and J. B. Rust slightly injured.

April 16.—Atlanta and New Orleans R. P. O., train 37, was wrecked at Castleberry, Ala., by running into a side track and colliding with a freight train. The postal car was completely destroyed, and a portion of the mail damaged. Clerk Hubert L. Donovan was killed. Clerks Allen D. Eaton, Jno. C. Staton, and Ed. M. Beyer painfully injured.

April 17.—St. Paul and Spokane R. P. O., train 4, at South Heart, N. Dak. Clerk Dwight L. Donnelly slightly injured.

April 18.—Monett and Ellsworth R. P. O., train 309, at Baxter Springs, Kans. Clerk J. K. Withrow severely injured.

April 18.—Port Huron, Marine City and Detroit R. P. O. (electric line), train 8, near Algonac, Mich. Clerk slightly injured.

April 19.—Monett and Fort Worth R. P. O., train 507, near Holdenville, Ind. T. Clerk Ira F. Sproule severely injured.

April 20.—Erie Railway express, train 4, at Red House, N. Y. All mail carried on train destroyed by fire that followed the wrecking of the train.

April 21.—Kansas City and Memphis R. P. O., train 103, at Everton, Mo. It is believed that the train was derailed by design for the purpose of wrecking the train. The postal car was destroyed but no mail or equipment lost, although a portion of the former was badly damaged. Clerks Levie Columbia and Clarence B. Campbell were killed.

April 21.—Campbell and Leachville R. P. O., train 103, near Gibson, Mo. Clerk J. E. B. Logan slightly injured.

April 21.—Jacksonville and Newberry R. P. O., train 9, at Jacksonville, Fla. Clerk H. B. Ransom slightly injured.

April 22.—Toledo and Columbus R. P. O., train 35, at Walbridge, Ohio. Clerk M. T. Lewis slightly injured.

April 23.—Washington and Greensboro R. P. O., train 38, collided with the rear end of a freight train near Durmid, Va. The wreck was followed by a fire in which two postal cars were destroyed. All mail was saved with the exception of about 2,000 letters. Clerks F. G. Brooks, D. P. Flory, and M. S. Fealy were severely injured.

April 26.—Burlington and St. Louis R. P. O., train 42, at Machens, Mo. Clerk E. V. Selleck slightly injured.

April 26.—New Orleans and Houston R. P. O., train 9, near Houston, Tex. Clerk John F. Miller slightly injured.

April 27.—St. Paul and Spokane R. P. O., train 3, at Athol, Idaho. Clerk James E. Norris slightly injured.

April 27.—Greenup and Webbville R. P. O., train 1, at Willard, Ky. Clerk T. J. Shepherd slightly injured.

April 28.—Richmond and Durham R. P. O. While the train was being drilled at Norlina, N. C., the mail car was thrown against other cars with such violence as to throw clerk H. S. Pickett against the pouch rack and severely injure him.

April 28.—St. Paul and Portal R. P. O., train 107, near Buffalo, Minn. Clerks Charles A. Goodrich and James Cotter were slightly injured.

April 28.—Bowling Green and Memphis R. P. O., train 104, at Memphis, Tenn. Clerk N. Everett was severely injured.

April 28.—Kansas City and Wellington R. P. O., train 202. While the train was being switched at Wellington, Kans., it was thrown violently against the mail car, causing severe injuries to clerk H. N. Helm.

April 29.—Shreveport and Houston R. P. O., train 1, near Burke, Tex. Clerk E. D. Stegall slightly injured.

May 1.—Portland and San Francisco R. P. O., train 16, near Dothan, Oreg. Clerk John Butterworth slightly injured.

May 1.—McKeesport and Newhaven R. P. O., train 132, at McKeesport, Pa. Clerk W. L. Smith severely injured.

May 3.—Springfield and Columbus R. P. O., train 303, near Carthage, Mo. Clerk N. J. Brite slightly injured.

May 4.—St. Paul and Des Moines R. P. O., train 5, near New Richland, Minn. Clerk James L. Smith slightly injured.

May 4.—Port Huron and Saginaw R. P. O., trains 22 and 23, collided near Mayville, Mich. The mail car in the former train was demolished and Clerk F. W. Peck seriously injured; Clerk Inslee of the latter train was slightly injured.

May 4.—Chicago and Council Bluffs R. P. O., train 15, at Creston, Iowa. Clerks W. P. Conlon, J. R. Von Arx, E. D. Rambo, F. G. Dunbar, and N. J. Demerath were slightly injured.

May 4.—Atlanta and Jacksonville R. P. O., train 13, at Flovilla, Ga. The mail car was badly damaged and clerk A. H. Argo severely injured.

May 7.—Boise and Nampa R. P. O., train 35, at Nampa, Idaho. Clerk on duty was slightly injured.

May 9.—Fernandina and Tampa R. P. O., train 67, near Fernandina, Fla. Clerk C. E. Morse seriously injured.

May 9.—Malone and Utica R. P. O., trains 650 and 651, collided near McKeever, N. Y. Both mail cars were completely wrecked and Clerk James R. Jones of the latter train seriously and John Best of the former train slightly injured.

May 10.—Salisbury and Chattanooga R. P. O., train 12, near Whitepine, Tenn. Clerk F. P. Abernethy slightly injured.

May 14.—Pittsburg, Wheeling and Cincinnati R. P. O., train 104, near Bloomingburg, Ohio. Clerk Chas Poulson seriously injured.

May 14.—Brookside and Lebanon R. P. O., train 30, at Jonestown, Pa. Clerk W. A. Hartz slightly injured.

May 15.—Chattanooga and Meridian R. P. O., train 2 at Sulphur Springs, Ga. Clerk A. J. Bass slightly injured.

May 19.—Goldsboro and Greensboro R. P. O., train 136, near Raleigh, N. C. The mail car was thrown down an embankment, badly damaged, and Clerk R. R. Burwell slightly injured.

May 19.—Cape Girardeau and Hoxie R. P. O., train 6, at Poplarbluffs, Mo. Clerk H. W. Bridges slightly injured.

May 19.—Kansas City and Caldwell R. P. O., train 36, was wrecked by collision with a runaway engine near Caldwell, Kans. The mail car and a portion of the mails were badly damaged and Clerk Hunter G. Myers killed.

May 21.—Hamlet and Jacksonville R. P. O., train 34, near Burroughs, Ga. Clerk Geo. C. Beaver painfully injured.

May 21.—Painesville and Youngstown R. P. O., train 19, at Burton Station, Ohio. Clerk D. T. Davies seriously injured.

May 21.—Columbus and Kenova R. P. O., train 8, at Valleycrossing, Ohio. Clerks C. H. Hughes and R. O. Chapman slightly injured.

May 22.—Wichita and Amarillo R. P. O., train 202, near Canadian, Tex. Clerk W. T. Reed slightly injured.

May 22.—Cape Girardeau and Caruthersville R. P. O., train 101, near Morley, Mo. The clerk was slightly injured.

May 23.—Nashville and Montgomery R. P. O., train 4, at Montgomery, Ala. Clerks R. A. Walker and T. S. Cooper slightly injured.

May 23.—Kansas City and Wellington R. P. O., train 202, near Fredonia, Kans. The mail car and a portion of the mail were badly damaged and clerks J. C. Williams and A. G. Walker slightly injured.

May 24.—Dubuque and Chamberlain R. P. O., train 8, near Dickens, Iowa. Clerks F. C. Gilman and H. K. Newcomer severely injured.

May 25.—Minneapolis and Council Bluffs R. P. O., train 11, at Whiting, Iowa. Clerks Peter Parsons, C. C. Weaver, C. A. Hall, and Chas. T. Griffiths severely injured.

May 25.—Cleveland, Youngstown and Pittsburg R. P. O., train 17. Clerk C. W. Porter was injured while making catch of pouch at Girard, Ohio.

May 27.—Auburn and Harrisburg R. P. O., train 10, at Rausch Gap station, Pa. Clerk D. G. Lubold slightly injured.

May 27.—Sault Ste. Marie and Minneapolis R. P. O., train 7, near Eustis, Mich. The mail car was completely wrecked and Clerk A. C. Withee severely injured.

May 28.—Albany and Albany R. P. O., train 57, at Vergennes, Vt. Clerks J. M. Ashley and C. R. Roberts slightly injured.

May 30.—Indianapolis and Peoria R. P. O., train 36, at Danville Junction, Ill. Clerks W. M. McNutt and Olmstead slightly injured.

June 3.—Kansas City and Emporia R. P. O., train 111, at Argentine, Kans. The clerk was slightly injured.

June 3.—St. Louis and Council Bluffs R. P. O., train 14, at Gilmore, Mo. Clerk E. H. Sylvester was seriously and clerks William Bartell and Thomas J. Aylward slightly injured.

June 4.—Texarkana and Laredo R. P. O.'s trains 6 and 5 collided near Jefferson, Tex., completely wrecking both mail cars and causing a slight loss of mail. The clerks in the former train jumped from the car and escaped injury, with the exception of Clerk D. McKnight, who was slightly injured. Clerk Eugene Vaughn, in train 5, received severe injuries.

June 6.—Independence and Cedarvale R. P. O., train 224, near Hewins, Kans. Clerk W. A. Hamilton slightly injured.

June 6.—Greensboro and Atlanta R. P. O., train 97, near Fort Mill, S. C. The postal car was demolished and a small quantity of mail lost. Clerk S. N. Dykeman seriously and clerks W. A. Dagnall and C. H. Butts painfully injured.

June 8.—Plattsburg and Saranac Lake R. P. O., train 334, at Middle Kiln (n. o.), N. Y. The mail car was badly damaged and Clerk E. E. Trumbull slightly injured.

June 9.—Cincinnati and Nashville R. P. O., train 8, at Colesburg, Ky. The postal car was thrown down an embankment and badly damaged. Clerk Charles Hester seriously and clerks B. E. Courts, E. L. Tracewell, and W. W. McDaniel slightly injured.

June 10.—Kansas City and Emporia R. P. O., train 111, near Argentine, Kans. Clerk S. R. Beckwith slightly injured.

June 10.—Havre and Butte R. P. O., train 153, near Lippard, Mont. The mail car was completely wrecked and Clerk William Archer severely injured.

June 10.—St. Louis, Louisiana and Kansas City R. P. O., train 15, near Thompson, Mo. Clerk C. C. Campbell severely injured.

June 12.—Asheville and Charleston R. P. O., train 10, near Hendersonville, N. C. Clerk H. G. Cliff painfully injured.

June 14.—Pocatello and Portland R. P. O., train 2, near Pocatello, Idaho. The mail car was demolished and Clerk B. A. Campbell seriously injured.

June 16.—Coffeyville and Little Rock R. P. O., train 56, near Ozark, Ark. The mail car was thrown down an embankment, completely demolished, and a portion of the mail lost. Clerk H. C. Newsome slightly injured.

June 18.—Cleveland and St. Louis R. P. O., train 36, near St. Louis, Mo. Clerk Edgar Knee slightly injured.

June 18.—Rutland and Boston R. P. O., train 152, at Ayer, Mass. Clerk L. L. Lane severely injured.

June 19.—Dubuque and Sioux City R. P. O., train 2, at Raymond, Iowa, the accident being caused by collision with a freight train. The postal car was destroyed and a portion of the mails damaged. Clerk Frank L. Groom received injuries from which he died two hours after reaching the hospital. Clerks W. W. Ingalls and J. W. Crawford slightly injured.

June 24.—Sedalia and Denison R. P. O., train 1, at Peck, Ind. T. Clerks H. L. Moore, J. C. Lyle, and W. A. Funk were severely injured.

June 24.—Cazadero and San Francisco R. P. O., train 2, near Tocaloma, Cal. Clerk Albert Teal injured.

June 25.—Denver and Grand Junction R. P. O., train 5, at Clifton, Colo. Clerk Leon L. Barker slightly injured.

June 26.—Lynchburg and Bristol R. P. O., train 13, near Marion, Va. Clerks Louis Jenkins and Ashby Adams slightly injured.

June 27.—Norfolk, Petersburg and Richmond R. P. O., train 22, at Dunlops, Va. The clerk was slightly injured.

June 28.—St. Louis and Belle R. P. O., train 102, near Labadie, Mo. Clerk John B. Harris jumped from the car and was slightly injured.

June 28.—Atlanta and Birmingham R. P. O., train 37, near Villa Rica, Ga. Clerks H. J. Montague and W. A. Blackmarr slightly injured.

June 29.—Bristol and Chattanooga R. P. O., train 30, near Caswell, Tenn. The accident was caused by a freight train running into the rear of the train. The postal car, which was being operated at the rear of the train, caught fire and almost the entire mail and equipment destroyed. Clerks I. M. Thomas and C. M. Brown were slightly injured.

Total casualties ^a	1,337	Seriously injured	78
Clerks killed ^b	18	Slightly injured	398

Charles S. McKown, killed July 25, 1902.

Maurice M. Peters, killed July 25, 1902.

E. L. Stuck, injured September 18, 1902; died September 30, 1902.

A. Lundwall, killed October 4, 1902.

F. H. Hermesen, killed October 15, 1902.

Leander Owen, killed December 11, 1902.

H. G. Staebinger, injured December 22, 1902; died January 13, 1903.

W. H. Blackwell, killed February 23, 1903.

F. H. Kriesman, killed February 23, 1903.

George W. Smiley, killed February 23, 1903.

L. M. Walworth, killed February 23, 1903.

A. J. Tucker, killed February 28, 1903.

Charles J. West, injured March 8, 1903; died March 9, 1903.)

Hubert L. Donovan, killed April 16, 1903.

Levie Columbia, killed April 21, 1903.

Clarence B. Campbell, killed April 21, 1903.

Hunter G. Myers, killed May 19, 1903.

Frank L. Groom, killed June 19, 1903.

^a Number of casualties in which clerks were injured or mails lost or damaged 372.

^b One substitute clerk and three mail weighers were also killed.



REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
FOR THE
FISCAL YEAR ENDED JUNE 30, 1903.

REPORT OF THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 27, 1903.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1903:

From Statement A, immediately following, showing the weights of the mails dispatched by sea to foreign countries and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	610, 595, 808=	1, 346, 364
Other articles	4, 375, 365, 043=	9, 647, 680
Total		10, 994, 044

Of the foregoing, the mails for trans-Atlantic destinations comprised.

	Grams.	Pounds.	Per cent.
Letters and post cards	505, 170, 192=	1, 113, 900,	or 82. 73
Other articles	2, 876, 391, 392=	6, 342, 443,	or 65. 74
Total		7, 456, 343	

Of the trans-Atlantic mails, the mails for Great Britain, Germany, and France, with all of which countries we have direct steamship communication, were made up as follows:

	Grams.	Pounds.	Per cent.
For Great Britain:			
Letters and post cards	155, 427, 516=	342, 717,	or 30. 76
Other articles	1, 188, 106, 561=	2, 619, 775,	or 41. 30
Total for Great Britain		2, 962, 492	
For Germany:			
Letters and post cards	72, 989, 882=	160, 943,	or 14. 44
Other articles	546, 003, 561=	1, 203, 938,	or 18. 98
Total for Germany		1, 364, 881	
For France:			
Letters and post cards	35, 120, 127=	77, 440,	or 6. 95
Other articles	254, 126, 075=	560, 348,	or 8. 83
Total for France		637, 788	

The weights of the mails for all trans-Atlantic destinations other than Great Britain, Germany, and France were:

	Grams.	Pounds.	Per cent.
Letters and post cards	241, 632, 667=	532, 800,	or 47. 83
Other articles	888, 155, 195=	1, 958, 382,	or 30. 87

Total for trans-Atlantic destinations other than Great Britain, Germany, and France..... 2, 491, 182

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1903.

[Where the percentage is not stated it was ascertained, as regards the letter mails, to be less than one-half of 1 per cent.]

TRANSATLANTIC SERVICE.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Percent.	Grams.	Percent.
Great Britain	155,427,516	30.77	1,188,106,561	41.81
Germany	72,989,882	14.45	546,008,820	18.98
Italy	70,296,860	13.92	96,148,053	3.84
Austria	49,348,906	9.77	124,007,105	4.38
France	35,120,127	6.95	254,126,075	8.84
Russia	31,303,663	6.19	76,258,780	2.65
Sweden	26,431,445	5.23	194,926,984	4.69
Norway	14,448,455	2.86	60,792,980	2.12
Switzerland	7,773,150	1.54	57,775,235	2.01
Denmark	6,794,080	1.34	32,614,360	1.14
Netherlands	5,786,705	1.14	40,050,035	1.39
Belgium	5,376,400	1.06	38,429,860	1.35
Turkey	4,606,480	.91	22,463,982	.78
South Africa	4,409,775	.87	78,886,945	2.78
Spain	4,326,131	.86	41,348,967	1.44
Greece	3,773,930	.75	8,354,608	.....
India	3,252,398	.64	67,333,345	2.34
Portugal	1,397,990	.....	6,458,230	.....
Azores	1,306,334	.....	1,896,017	.....
Total	505,170,192	.....	2,876,391,392	.....
	=lbs. 1,113,900	.....	=lbs. 6,342,443	.....

MISCELLANEOUS AND TRANSPACIFIC SERVICE.

WEST INDIES.				
Porto Rico	10,407,870	9.87	142,340,351	9.50
Cuba	3,719,541	3.58	32,978,322	2.20
Other West India Islands	3,073,371	2.92	41,494,014	2.77
Jamaica	2,435,063	2.31	34,436,036	2.10
Bermuda	1,445,270	1.37	12,371,320	.83
Haiti	999,045	.95	13,454,900	.90
Bahamas	932,100	.88	10,206,100	.68
Santo Domingo	754,685	.72	10,647,965	.72
Turks Islands	78,355	.07	1,365,360	.01
CANADA AND MEXICO.				
Nova Scotia	7,222,266	6.85	59,751,635	3.99
Newfoundland	185,355	.18	3,521,057	.24
St. Pierre and Miquelon	53,270	.05	666,790	.05
British Columbia	51,302	.05	2,893	.....
Mexico	1,197,342	1.14	19,244,598	1.29
CENTRAL AMERICA.				
Costa Rica	1,426,761	1.35	30,099,596	2.01
Nicaragua	1,277,574	1.21	28,258,710	1.55
Guatemala	1,128,886	1.07	21,352,477	1.43
Republic of Honduras	1,022,422	.97	18,755,355	1.25
Salvador	671,188	.64	15,991,525	1.07
British Honduras	622,642	.59	7,337,792	.49
SOUTH AMERICA.				
Colombia	3,190,900	3.03	61,389,089	4.09
Brazil	2,624,595	2.49	67,629,715	4.45
Argentina	2,256,205	2.14	52,866,870	3.58
Peru	2,041,485	1.93	37,196,443	2.48
Chile	1,826,405	1.73	47,571,849	3.18
Venezuela	1,843,585	1.27	26,434,705	1.77
Ecuador	863,142	.82	19,548,181	1.31
Curaçao	612,535	.58	6,142,705	.41
Uruguay	566,070	.53	10,120,635	.68
British Guiana	400,580	.38	7,527,920	.50
Bolivia	280,040	.27	6,530,695	.44
Dutch Guiana	98,855	.09	1,612,350	.11
Paraguay	52,300	.05	1,638,740	.11
ASIA.				
Japan	19,014,515	18.04	154,903,247	10.34
To Manila	11,199,791	10.62	154,699,041	10.33
Hong Kong	4,619,706	4.38	17,281,221	1.15
To United States Postal Agency, Shanghai	2,719,419	2.58	56,780,998	3.79
From United States Postal Agency, Shanghai	430,666	.41	3,799,908	.25
Korea	134,364	.13	3,098,048	.21
Singapore	18,753	.02	286,135	.01
Java	8,899	.01	.....	.....
Siam	2,887	.....	.....	.....

MISCELLANEOUS AND TRANSPACIFIC SERVICE—Continued.

Countries.	Letters and post cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
OCEANIA.				
The British Australasian colonies	9, 772, 582	9. 27	213, 514, 427	14. 26
Hawaii	2, 043, 141	1. 58	43, 647, 587	2. 91
Samoa	887, 488	. 87	5, 441, 450	. 56
Tahiti	185, 213	. 18	2, 504, 524	. 17
New Caledonia	19, 391	. 02	831, 877	. 02
Marquesas Islands	6, 332	. 01	211, 122	. 02
Guam	1, 134	.....	42, 633	.....
Siberia	840	.....	8, 164	.....
Total	105, 425, 616	.....	1, 498, 973, 651	.....
	=lbs. 282, 464	.....	=lbs. 3, 305, 237	.....
Aggregate	610, 595, 808	.....	4, 375, 865, 043	.....
	=lbs. 1, 346, 364	.....	=lbs. 9, 647, 680	.....

A comparison of the foregoing statement with a similar statement furnished with the report for last year shows the weights of the mails to have increased and decreased as follows, viz:

	1902.	1903.	Increase.	Decrease.	Per cent.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
Trans-Atlantic:					
Letters and post cards	972, 116	1, 113, 900	141, 784		14. 58
Other articles	5, 685, 496	6, 842, 443	646, 948		11. 35
Other destinations:					
Letters and post cards	235, 401	232, 464		3, 937	1. 66
Other articles	3, 305, 460	3, 305, 237		3, 223	. 09
Aggregate:					
Letters and post cards	1, 208, 617	1, 346, 364	137, 747		11. 89
Other articles	9, 008, 956	9, 647, 680	648, 725		7. 14

The following statement (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register; and statement (C) shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers and the compensation paid to each line for their conveyance:

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.

(1) Steamers of United States register not under contract receive \$1.60 per pound for letters and post cards, and 8 cents per pound for other articles.

(2) Steamers of foreign register and all sailing vessels receive 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[2.205 pounds = 1 kilogram.]

TRANSATLANTIC SERVICE.

(The sailings are from New York except when otherwise stated.)

Name of Line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
International Navigation Co. (contract service) ^{1, 4} ..	144, 727, 455	1, 069, 517, 967	\$660, 672. 00
International Navigation Co., Red Star ^{1, 4}	15, 923, 581	95, 023, 775	72, 963. 64
International Navigation Co. ^{1, 4}	2, 341, 730	13, 204, 546	3, 534. 01
International Navigation Co. from Philadelphia ^{1, 4} ..	270	.....	. 28

TRANSATLANTIC SERVICE—Continued.

Name of Line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard ¹	155,081,158	953,169,610	\$241,634.19
Cunard, from Boston ²	129,430	1,228,680	244.43
North German Lloyd ³	89,808,576	259,772,084	111,733.09
White Star ³	42,961,444	212,820,109	61,994.93
Hamburg-American ³	27,029,916	153,590,022	40,905.31
Atlantic Transport Co. ³	2,855,541	16,937,598	3,907.57
Dominion, from Boston ³	696,230	1,742,645	840.02
British and North Atlantic Steam Navigation Co., from Boston ³	247,795	796,575	315.99
Italian Royal Mail, to Italy direct ³	4,780	518,295	54.44
Anchor ³	14,635	8,240	14.92
Scandinavian-American, to Denmark direct ³	2,110	.....	2.04
General trans-Atlantic, to France direct ³ , ⁴	22,678,398	95,830,703	30,935.45
Holland-America ³ , ⁴	28,615	101,680	163.90
Insular Navigation Co., to Azores direct ³	285,180	350,650	309.03
Prince, to Azores direct ³	264,185	408,650	293.89
Campania Trans-Atlantica Española, Porto Rico to Spain ³	572,372	1,025,784	631.31
Hamburg-American, Porto-Rico to Spain ³	3,907	27,778	5.45
Pinillos Yzquierdo Steamship Co., Porto Rico to Spain ³	4,989	2,721	5.08
Total.....	505,168,042 =lbs. 1,113,896	2,876,081,057 =lbs. 6,341,759	1,231,162.96

¹ American register.² Foreign register.³ Settled for in account of balances due foreign countries.⁴ Name changed February 25, 1903, to International Mercantile Marine Company.

TRANS-PACIFIC SERVICE.

STEAMERS OF UNITED STATES REGISTER.

[See note (1) at the head of this statement.]

Name of Line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Oceanic:					
San Francisco to Australian colonies (contract service).....	9,617,641	21,207	210,118,090	468,310	\$283,203.00
San Francisco to Australian colonies (noncontract).....	663,965	1,464	15,277,512	33,687	5,037.42
San Francisco to Tahiti and Marquesas Islands ¹	191,845	423	2,715,646	5,988	42,120.00
Pacific Mail:					
San Francisco to Hongkong via Hawaii and Japan.....	9,103,957	20,074	108,682,807	239,601	49,164.87
United States postal agency, Shanghai to San Francisco.....	82,853	183	796,336	1,756	2,554.80
Northern Pacific:					
Tacoma to Hongkong via Japan.....	950,780	2,096	13,395,080	29,536	5,717.24
Boston Steamship Tow Company:					
Seattle to Siberia.....	112,109	247	1,530,459	3,375	665.49
Total.....	20,723,150	45,694	352,495,930	777,253	388,462.82

¹ Compensation \$1 a mile for 10 trips of 4,212 miles each, pursuant to an act of Congress approved Apr. 21, 1902.

TRANSPACIFIC SERVICE—Continued.

STEAMERS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of Line.	Letters.	Prints.	Compensation.
Occidental and Oriental:	<i>Grams.</i>	<i>Grams.</i>	
San Francisco to Hongkong via Hawaii and Japan.....	8,869,086	98,555,434	\$18,069.27
United States Postal Agency, Shanghai to San Francisco:	107,264	855,610	186.07
Oriental:			
San Francisco to Hongkong via Hawaii and Japan.....	8,015,289	95,286,450	16,929.89
United States Postal Agency, Shanghai to San Francisco.	101,138	898,639	184.33
Nippon Yusen Kabushiki-Kaisha:			
Seattle to Yokohama.....	781,629	9,561,213	1,676.93
Seattle to Yokohama ^a	2,272,102	24,743,029	4,580.28
Northern Pacific: Tacoma to Hongkong via Japan.....	587,091	5,518,394	1,099.07
Allen: Pago Pago to Apia.....	58,918	49,157	62.60
Total.....	20,792,517 = lbs. 45,848	235,467,908 = lbs. 519,206	42,788.44

^a Settled for in account of balances due foreign countries.

MISCELLANEOUS SERVICE.

STEAMERS OF UNITED STATES REGISTER.

[See note (1) at the head of this statement.]

Name of Line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
New York and Cuba Mail:					
New York to Cuba (contract).....	241,445	532	3,733,695	8,238	\$73,476.00
New York to Cuba and Mexico (contract).....	2,294,960	5,060	34,128,860	75,254	130,104.00
New York to Cuba and Mexico (non-contract).....	290,420	640	2,920,570	6,440	1,539.79
Morgan: New Orleans to Cuba.....	58,707	129	581,840	1,283	309.76
Red D (Boulton, Bliss, and Dallett): New York to Porto Rico, Venezuela, and Dutch West Indies (contract).....	6,174,670	13,615	86,046,175	189,732	63,315.20
New York to Maracaibo, Venezuela, and Dutch West Indies (contract).....	833,340	1,838	14,736,460	32,493	39,049.40
Panama Railroad Steamship Line: New York to Colon.....	7,649,200	16,866	172,080,065	379,459	56,619.49
Clyde: New York to Haiti and Santo Domingo.	819,406	1,807	11,796,695	26,012	4,971.81
American Mail: Boston and Philadelphia to Jamaica (contract).....	1,348,563	2,974	17,594,771	38,796	110,414.67
United Fruit:					
Boston and Philadelphia to Jamaica and Santo Domingo.....	14,885	33	271,975	600	43.09
New Orleans to Colombia, Costa Rica, Republic of Honduras, Guatemala, and Salvador.....	914,288	2,016	13,177,284	29,057	5,550.08
Bluefields: New Orleans to Nicaragua.....	193,746	428	3,496,244	7,705	1,299.93
Independent: New Orleans to Republic of Honduras.....	38,670	85	586,882	1,294	289.94
Pacific Mail: San Francisco to Panama.....	459,072	1,012	4,716,515	10,400	2,404.23
Pacific Coast:					
San Francisco to Mexico.....	57,843	128	621,728	1,371	313.75
San Francisco to British Columbia ^a	51,302	113	2,893	6	45.29
Total.....	21,440,516	47,276	366,518,652	808,174	489,696.43

^a Compensation 1 cent a letter.

MISCELLANEOUS SERVICE—Continued.

STEAMERS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of Line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Atlas: New York to Haiti, Jamaica, Bahamas, etc.	8,880,100	62,517,721	\$9,294.75
Royal Dutch West India Mail: New York to Haiti, West Indies, Venezuela, etc.*	220,790	2,870,545	490.07
Cameron: New York to Haiti and Bahamas	186,660	2,245,430	396.52
Quebec: New York to West Indies	1,880,095	26,804,670	4,352.70
Trinidad Shipping and Trading Co.: New York to West Indies and Venezuela	823,760	18,938,250	2,144.31
New York and Demerara: New York to West Indies	269,505	4,187,425	664.16
Italian Royal Mail: New York to West Indies	42,265	968,860	133.27
Earn: New York to West Indies	42,500	718,075	109.32
Lamport and Holt: New York to Brazil and La Plata	1,825,540	47,149,065	6,311.52
Prince: New York to Brazil and La Plata	1,166,290	27,949,820	3,822.63
Booth: New York to Brazil and West Indies	987,065	14,083,970	2,309.70
Sloman's Brazil: New York to Brazil and West Indies	511,010	11,868,270	1,564.36
Tweedie Trading Co.: New York to Brazil	96,680	1,400,965	170.54
Houston: New York to La Plata	782,150	17,557,615	2,449.09
Norton: New York to La Plata	620,105	16,483,250	2,189.03
Red D: New York to Venezuela and West Indies	80,065	835,000	109.59
Quebec: New York to Bermuda	1,500,920	12,392,215	2,644.23
New York and Cuba Mail: New York to Bahamas*	423,780	6,480,995	1,034.87
Peninsular and Occidental: Miami to Bahamas*	438,975	8,104,945	723.24
Bahamas, Limited: New York to Bahamas	21,240	307,360	50.16
New York and Cuba Mail: New York to Cuba and Mexico	143,535	1,656,450	298.27
Compañia Trans-Atlantica Española: Porto Rico to Cuba and Mexico	50,760	151,481	63.60
Munson: New York to Cuba	26,450	219,415	46.70
Direct: New York to Mexico	23,890	469,480	68.35
Atlantic and Mexican Gulf: Mobile to Mexico	2,665	198	2.59
Herrera: Porto Rico to Cuba, Santo Domingo, and Haiti	360,535	866,592	481.54
Hamburg-American: Porto Rico to Dutch West Indies, Santo Domingo, and Mexico	4,106	20,889	5.96
Larrinaga: Porto Rico to Cuba	1,814	7,710	2.49
Dominion Atlantic: Boston to Nova Scotia*	5,861,276	41,450,837	4,877.89
Canada Atlantic and Plant: Boston to Nova Scotia*	1,360,990	18,800,798	1,120.63
Red Cross: New York to Newfoundland	64,425	2,570,560	345.51
Allan: Philadelphia to Newfoundland	18,680	477,712	73.49
United Fruit:			
New Orleans and Mobile to Republic of Honduras, Costa Rica, Salvador, Colombia, Nicaragua, and Guatemala	2,174,487	88,660,588	5,829.12
New Orleans to British Honduras*	558,191	7,315,851	1,244.64
Bluefields: New Orleans to Nicaragua	270,295	5,388,613	780.82
Independent: New Orleans to Republic of Honduras	127,572	1,989,181	315.06
Central American: New Orleans to Republic of Honduras	8,770	93,204	12.68
Orr & Laubenthaler Co.: Mobile to British Honduras*	64,451	21,941	64.31
Camors, McConnell & Co.: Mobile to Colombia	139,060	1,243,734	254.21
Di Giorgio Importing and Steamship Co.: Mobile to Colombia	21,571	167,870	37.02
United Fruit: Philadelphia and Boston to Jamaica and Santo Domingo	58,650	816,750	135.42
Pacific Steam Navigation Co.: San Francisco to Central and South America	14,715	83,091	22.22
Kosmos: San Francisco to Central and South America	71,190	381,184	100.66
Pacific Steam Navigation Co.: San Francisco to Chile†			507.04
Total	26,617,373 = lbs. 58,691	394,864,975 = lbs. 870,677	57,624.27

* Settled for in account of balances due foreign countries.

* Compensation 1 cent a letter.

† Weights included in weights of Panama Railroad Steamship Company paid to Great Britain.

C.—Statement showing the net weights of the closed mails of foreign origin forwarded, and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANS-ATLANTIC SERVICE—NONCONTRACT.

Name of Line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard	31,566,982	121,516,670	\$42,207.79
North German Lloyd	18,110,222	76,262,072	24,835.66
White Star	14,585,206	54,067,170	19,308.79
Hamburg-American	4,285,420	13,089,691	5,345.51
Red Star	3,304,980	13,502,010	4,492.25
Atlantic Transport Co.	424,110	792,690	485.76
British and North Atlantic Steam Navigation Co.	6,170	5,630	6.30
Total noncontract Trans-Atlantic	72,263,090 =lbs. 159,840	279,203,983 =lbs. 615,644	96,677.06

MISCELLANEOUS AND TRANS-PACIFIC SERVICE—NONCONTRACT.

United Fruit Co. (New Orleans to Guatemala)	5,541,744	33,222,696	\$8,563.76
Panama Railroad Steamship Line	2,745,098	38,494,952	6,363.78
Hamburg-American (Atlas)	486,735	12,867,159	1,711.38
New York and Cuba Mail (New York to Bahamas) ^a ..	212,025	3,303,680	523.41
Peninsular and Occidental Steamship Co. (Miami to Bahamas) ^a ..	123,330	1,739,590	286.88
Nippon Yusen Kaisha	63,764	1,647,540	220.52
Cameron Steamship Co.		2,119,435	204.52
Northern Pacific Steamship Co.	57,400	1,404,120	190.89
Dominion Atlantic Railway Co.	52,800	680,785	116.65
Boston Steamship Tow Co.	19,807	455,460	63.07
Quebec Steamship Co.		624,890	60.31
Bahamas Steamship Co.	14,430	224,045	35.55
United Fruit Co. (Boston to Jamaica)	11,565	111,680	21.94
Red D	4,805	70,040	11.40
Trinidad Shipping and Trading Co.		111,800	10.79
Clyde Steamship Co.	10	104,650	10.11
Booth Steamship Co.		95,790	9.24
Earn Line Steamship Co.		84,605	8.34
Lampert and Holt	73	21,700	2.16
United Fruit Co. (New Orleans to British Honduras) ^a ..	565,896	5,746,709	855.48
Nippon Yusen Kaishiki Kaisha ^a	259,965	6,089,586	833.53
Royal Dutch West India Mail ^a		2,065,310	199.31
Total noncontract miscellaneous	10,159,467 =lbs. 22,402	111,236,172 =lbs. 245,276	20,293.02
Total noncontract service	82,422,557 =lbs. 181,742	390,440,105 =lbs. 860,920	116,970.07

CONTRACT SERVICE.

(Conveyed by vessels under contract with this Department, and without additional cost.)

The International Navigation Co. ^b	26,735,248	93,581,607	
Plant Investment Co. (Tampa to Cuba)	4,720,390	76,456,739	
New York and Cuba Mail (New York to Cuba)	1,063,759	22,513,402	
Red D	591,067	8,814,700	
American Mail	188,081	1,850,666	
New York and Porto Rico	15,987	1,194,285	
Total contract service	33,314,422 =lbs. 73,458	204,361,399 =lbs. 450,617	
Aggregate	115,736,979 =lbs. 255,200	594,801,504 =lbs. 1,311,537	\$116,970.07

^a Settled for in account of balances due foreign countries.

^b Name changed February 25, 1903, to International Mercantile Marine Co.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year amounted to \$2,309,067.37; which included (1) the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails and foreign closed mails by steamers subsidized by said governments, as follows:

To France, for services of steamers of the General Trans-Atlantic Line from New York to Havre	\$30, 936. 46	
To the Netherlands, for services of steamers of the Holland-America Line from New York to Amsterdam and Rotterdam. \$163. 90		
and for services of steamers of the Royal Dutch West India Mail from New York to the West Indies.....	689. 38	
		853. 28
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence	1, 557. 78	
And to the Bahamas, for services of steamers of the Peninsular and Occidental Line from Miami to Nassau, New Providence. 1, 010. 12		
		2, 567. 90
To British Honduras, for services of steamers of the United Fruit Company from New Orleans to Belize.....	2, 100. 12	
and for services of steamers of Orr & Laubenheimer Company from Mobile to Belize.....	64. 31	
		2, 164. 43
To Japan, for services of steamers of the Nippon Yusen Kaishiki Kaisha from Seattle to Yokohama.....		5, 418. 81

(2) the sums paid to the Panama Railroad Company for transporting by railway from Colon to Panama the United States mails for the west coast of Central and South America;

(3) the cost of sustaining sea post-offices on the fast steamers of the North German Lloyd, Hamburg-American, and the International Navigation companies, and

(4) the transfer service in New York Harbor.

This sum of \$2,309,067.37 was distributed as follows, viz:

Trans-Atlantic service:		
Steamers of United States register—		
Contract service.....	\$660, 672. 00	
Noncontract service	72, 963. 64	
		\$733, 635. 64
Steamers of foreign register.....		497, 527. 32
		\$1, 231, 162. 96
Trans-Pacific service:		
Steamers of United States register—		
Contract service.....	283, 203. 00	
Noncontract service	105, 259. 82	
		388, 462. 82
Steamers of foreign register.....		42, 788. 44
		431, 251. 26
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):		
Steamers of United States register—		
Contract service.....	\$416, 359. 27	
Noncontract service	73, 337. 16	
		\$489, 696. 43
Steamers of foreign register		57, 624. 27
		547, 320. 70
The Panama Railroad Company.....		29, 203. 97
Sea post service		29, 982. 40
Steamboat transfer service (New York).....		38, 000. 00
Miscellaneous items, telegrams, etc.....		2, 148. 08
Total.....		2, 309, 067. 37

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid for the sea conveyance from the United States of closed mails of foreign origin	\$116,970.07
Amount paid to foreign countries for the intermediary maritime and extraordinary land transit of mails of United States origin, including parcels-post transit from Panama to Valparaiso	54,970.97
Amount paid for intermediary ordinary territorial transit of mails of United States origin	129,935.46
The expenses of the United States postal agency at Shanghai	3,866.94
And this Department's share in maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale and the Universal Dictionary of Post-Offices.....	971.95
<hr/>	
Making the aggregate cost of the service	2,615,782.76
From this aggregate must be deducted the amounts received by this Department for the intermediary maritime transit of mails of foreign origin, including transit of British closed mails from San Francisco to the Australasian colonies.....	\$129,704.39
For the intermediary extraordinary land transit of mails of foreign origin.....	94,321.00
And the receipts at the United States Postal Agency at Shanghai, viz:	
Postage stamps sold and postage collected.....	} 8,168.57
Box rents collected.....	
<hr/>	
	232,193.96
<hr/>	
Leaving the actual net cost of the service.....	2,383,588.80

It is estimated that the sum of \$6,240,695.63 was received by this Department as postage on articles exchanged with all foreign countries; and that of that sum the postage collected on the articles exchanged with foreign countries other than Canada and Mexico amounted to \$4,991,974.54, or \$2,608,385.74 more than the net cost of the service, exclusive of the cost of transporting the articles between the United States exchange post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is only an estimate, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently must be accepted as approximately correct; so that it may be safely assumed that even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this Office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1904-5.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1905, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails; the railway transit across the Isthmus of Panama; special compensation for service between San Francisco and Tahiti; the cost of maintaining the United States Postal Agency at Shanghai, and contingencies, including casualties	\$2, 621, 000. 00
For the expense of maintaining 19 Sea Post-Offices on steamers plying between New York and Southampton, Bremen, and Hamburg.....	50, 000. 00
For transfer service in New York Harbor.....	38, 000. 00
Total on account of transportation.....	2, 709, 000. 00
For balances due foreign countries, including the United States share of the expenses of the International Bureau of the Universal Postal Union, this Department's annual subscription for the monthly journal, L'Union Postale, the Universal Dictionary of Post-Offices published by that Bureau, and for contingencies	153, 000. 00
Aggregate.....	2, 862, 000. 00

The foregoing estimate is based upon the known cost of the contract ocean mail service under the act of Congress of March 3, 1891, as determined by the terms of the contracts fully executed prior to the date of this report; and upon the percentage of increase of the other items of business of this fiscal year over similar items of the fiscal year ended June 30, 1902, as follows, viz:

Route No. 36, "O. M. S.," New York to La Guaira, 26 trips of 2,435.2 miles = 63,315½ statute miles, at \$1 a mile	\$63, 315. 20
Route No. 37, "O. M. S.," New York to Maracaibo, 28 trips of 2,546.7 miles = 66,214½ statute miles, at 66½ cents a mile	44, 142. 80
Route No. 57, "O. M. S.," New York to Southampton, 52 trips of 3,641 miles = 189,332 statute miles, at \$4 a mile	757, 328. 00
Route No. 69, "O. M. S.," New York to Tuxpam, 52 trips of 2,502 miles = 130,104 statute miles, at \$1 a mile	130, 104. 00
Route No. 70, "O. M. S.," New York to Habana, 52 trips of 1,413 miles = 73,476 statute miles, at \$1 a mile	73, 476. 00
Route No. 74, "O. M. S.," from Boston to Port Antonio, 78 trips of 1,588 miles = 142,662 statute miles, at 66½ cents a mile; and from Philadelphia to Port Antonio, 28 trips of 1,642 miles = 42,692 statute miles, at 66½ cents a mile	123, 569. 00
Route No. 75, "O. M. S.," San Francisco, Cal., to Sydney, New South Wales, via Honolulu, Pago Pago, and Auckland, 17 trips of 8,329½ miles = 141,601½ statute miles, at \$2 a mile	283, 203. 00
Total contract service.....	1, 475, 138. 00
Special compensation for service between San Francisco and Tahiti, at \$1 a mile	45, 000. 00
Steamers of United States register not under contract (10 per cent increase)	276, 717. 00
Steamers of foreign register (10 per cent increase)	657, 734. 00
One-half the cost of maintaining 19 Sea Post-Offices, 152 round trips, at \$330 per trip	50, 000. 00
Transfer service in New York Harbor.....	38, 000. 00
For transporting foreign closed mails (10 per cent increase).....	128, 667. 00
Panama Railroad Company (10 per cent increase).....	32, 124. 00
Expense of Postal Agency at Shanghai (10 per cent increase).....	4, 254. 00
For contingencies, including casualties	1, 366. 00
Total on account of transportation of mails.....	2, 709, 000. 00

The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days. The expenses for the fiscal year ending June 30, 1906, are determined by the statistics taken in May, 1896, from which it appears that the annual charge against this Department will probably be. \$150,000.00

For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal L'Union Postale, and for the Universal Dictionary of Post-Offices..... 2,000.00
For contingencies, including casualties..... 1,000.00

Total on account of balances due foreign countries..... \$153,000.00

Total estimates..... 2,882,000.00

NUMBER OF ARTICLES SENT TO AND RECEIVED FROM FOREIGN COUNTRIES.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Canada and Mexico, by rail and sea) during the fiscal year ended June 30, 1903, based upon the count of such matter exchanged during seven days of October, 1902, and seven days of April, 1903, as made at United States exchanging post-offices, pursuant to the Postmaster-General's order of January 30, 1903, and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters	100,581,817	68,918,235	169,500,052	31,663,582	.....
Unpaid and short-paid letters.....	2,438,881	3,683,362	6,122,243	.....	1,244,481
Postal cards.....	9,386,187	4,672,976	14,059,163	4,693,211	.....
Postal cards with paid reply.....	49,844	22,008	71,852	27,836	.....
Articles of printed matter.....	117,825,642	46,815,698	164,141,340	71,509,944	.....
Commercial papers.....	246,772	206,815	452,587	40,967	.....
Packages of samples of merchandise.....	1,594,152	1,158,410	2,747,562	440,742	.....
Letters free of postage.....	469,629	456,817	926,346	12,712	.....
Other articles free of postage.....	119,782	366,782	486,564	.....	247,000
Registered letters.....	2,770,942	1,432,995	4,253,937	1,287,947	.....
Other articles registered.....	469,640	369,874	839,514	99,766	.....
Total.....	235,933,188	127,647,972	363,581,160	.....	.....
Demand for return receipts.....	150,914	49,063	199,977	.....	.....
Postage prepaid on letters sent.....	\$4,373,132.25	.....	\$4,373,132.25	.....	.....
Postal cards sent.....	\$161,067.40	.....	\$161,067.40	.....	.....
Other articles.....	\$1,365,129.44	.....	\$1,365,129.44	.....	.....
Postage due on letters.....	.....	\$339,716.04	\$339,716.04	.....	.....
Postage due on other articles.....	.....	\$1,650.50	\$1,650.50	.....	.....
Total.....	.....	\$841,366.54	\$6,240,695.68	.....	.....

NOTE.—The postage due and unpaid on articles sent abroad amounted to \$87,384.87.

COMPARATIVE SPEED OF MAIL STEAMERS.

E.—Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Atlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1903, as shown by the records of this office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the post-office in New York and their delivery at the post-office in London or Paris.)

Line and steamer.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
North German Lloyd (New York to London via Southampton):		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
Kaiser Wilhelm der Grosse.	3	150.8	3	151.4	2	152.5	3	154.5	11	152.3	148.6
Kronprinz Wilhelm.	4	149.6	3	151.1	2	154.6	3	158.4	12	154.3	148.5
Kaiser Wilhelm II.							3	161.1	3	161.1	158.7
Kaiserin Maria Theresia.	2	176.8	1	172.7					3	175.4	172.7
Hamburg-American (New York to London via Southampton):											
Deutschland.			2	152.4			3	169.6	5	162.7	151.6
Columbia.	4	182.4	1	181.6					5	182.3	180
Auguste Victoria.	2	184.7	1	186.9			3	195.6	6	190.5	182.5
Furst Bismarck.	3	194.9	1	200.3			2	180.3	6	190.9	178.5
Cunard (New York to London via Queenstown):											
Lucania.	4	167.1	3	165.8	2	185.3	1	170	10	170.6	164.1
Campania.	3	170.7	3	167.7	1	179.9	4	172.3	11	171.3	164.4
Etruria.	3	184.1	3	185.6	3	198.5	3	198.1	12	189.1	182
Umbria.	3	186.6	3	194	2	195.8	3	198.5	11	193.5	184.5
Ivernia.					3	222.5	2	217.1	5	220.4	213.4
Aurania.							1	231.2	1	231.2	231.2
Saxonia.					2	237.1			2	237.1	236.2
White Star (New York to London via Queenstown):											
Oceanic.	3	170.1	3	174.6	2	174.9	3	173.4	11	173.1	168.4
Majestic.	3	188.9	3	184.5			2	187.4	8	186.9	182.5
Teutonic.	3	191.1	3	187.4	2	195.4	3	192.9	11	191.3	181.8
Germanic.	2	207.1	2	207.1	3	209.2	3	213.3	10	209.6	208.1
Cedric.					2	207.6	1	221.8	3	212.4	207.3
Celtic.	1	217.8	3	205.7	2	224.7	3	213.1	9	213.8	205
Cymric.			1	235.4	1	235.3	1	248.4	3	239.7	235.3
American (New York to London via Southampton):											
Philadelphia.	4	178.7	5	177.8	3	180.6	5	179.1	17	178.9	178
St. Paul.	4	181.5	4	180.7	4	191.1	3	198.5	15	186.3	177
New York.							4	192	4	192	185.7
St. Louis.	4	197.6	5	199.8					9	198.7	186.6
General Trans-Atlantic (New York to Paris via Havre):											
La Savoie.	2	188.9	3	180.4	2	175.3	3	177.4	10	180.2	173.5
La Lorraine.	3	178	3	176.4	2	188.5	3	181.1	11	180.3	173.5
La Touraine.	3	186.4	3	188.9					6	187.6	177.1
La Bretagne.	3	205.6			3	213.7	3	206.8	9	208.7	201.5
L'Aquitaine.					1	213.1			1	213.1	213.1
La Champagne.			3	209.4	4	213.5	2	222.9	9	214.2	208.5
La Gascogne.	2	214.8	3	236.8			3	213.1	8	222.4	201.5

The following statement (F) shows similar details relative to the trans-Pacific service:

F.—Statement showing the number of trips made, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the trans-Pacific steamship companies in conveying the United States mails from San Francisco, Tacoma, and Seattle to Yokohama and Hongkong during the fiscal year ended June 30, 1903, as shown by the records of this office.

Line and steamer.	During the fiscal year ended June 30, 1903.					
	To Yokohama.			To Hongkong.		
	Number of trips.	Average time occupied per trip.	Quickest trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
Pacific Mail (San Francisco to Yokohama and Hongkong): ^a		Hours.	Hours.		Hours.	Hours.
Siberia	2	407.1	404.5	2	636.8	619.7
Korea	5	424.4	402.1	5	677	643.9
China	4	444.9	432.8	4	692.4	673.2
Peru	2	451.8	451	2	682.2	673.2
City of Peking	2	503.9	499.3	2	778.4	761.1
Occidental and Oriental Steamship Co. (San Francisco to Yokohama and Hongkong): ^a						
Coptic	5	431.9	418.8	5	674.8	661.8
Doric	5	448.5	417.5	4	701.3	672.7
Gaelic	5	457.2	438.2	5	701.6	661.4
Oriental Steamship Co. (San Francisco to Yokohama and Hongkong): ^a						
Nippon Maru	5	433.1	431.2	5	684.1	666.3
Hongkong Maru	4	441	430.5	4	701.7	670.9
America Maru	5	441.9	432.5	5	723.5	672.5
Northern Pacific Steamship Co. (Tacoma to Yokohama and Hongkong): ^b						
Victoria	5	452.3	362.9	5	704.4	638.9
Glenogle	2	455.2	445.5	2	658.5	607
Tacoma	1	468.5	468.5			
Nippon Yusen Kabushiki Kaisha (Seattle to Yokohama): ^b						
Aki Maru	1	392.3	392.3			
Iyo Maru	5	402.1	375.9			
Kinshiu Maru	2	402.3	390.2			
Kaga Maru	5	404	386.5			
Tosa Maru	4	412.5	390.5			
Shinano Maru	4	419	371			
Riojun Maru	3	438.6	394.5			

^a Called at Honolulu.

^b Did not call at Honolulu.

Other sailings were made during the fiscal year, but the agents of the steamers making those sailings have failed to comply with the request of this office to report the time occupied in the voyages.

THE UNIVERSAL POSTAL UNION.

The following additions to the Universal Postal Union were announced during the year: Crete, Cuba, and the British protectorates of Somaliland and Southern Niegria in Africa.

There is maintained under the name of the "International Bureau of the Universal Postal Union" a central office, which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

That Bureau is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the Postal Administrations concerned, an opinion upon questions in dispute; of

making known propositions for modifying the acts of the Congress; of giving notice of the changes adopted; and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

The latest report of the Director, for the year 1902, shows that the total cost of maintaining the bureau was \$24,125 (125,000 francs).

Pursuant to the provisions of the Universal Postal Convention this sum was divided into 656 units, of which this Department paid 26 units, or \$958.44 (4,966 francs).

SEA POST-OFFICES.

The international sea post-offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company and the Hamburg-American Line, viz:

The steamers *Kaiserin Maria Theresia*, *Kaiser Wilhelm der Grosse*, *Kaiser Wilhelm II*, and *Kronprinz Wilhelm*, of the North German Lloyd, and the steamers *Auguste Victoria*, *Columbia*, *Deutschland*, and *Fürst Bismarck*, of the Hamburg-American Line; 51 trips having been made from New York and 53 trips from Germany.

During the 51 trips from New York 3,364,000 ordinary articles, 73,342 registered articles, and 6,732 sacks of printed matter were distributed during 2,962 working hours, an average of 65,961 ordinary articles, 1,438 registered articles, and 132 sacks of printed matter per trip of 58 hours; and during the 53 trips from Germany 10,189,800 ordinary articles, 226,925 registered articles, and 10,445 sacks of printed matter were distributed during 4,572 working hours, an average of 192,260 ordinary articles, 4,282 registered articles, and 197 sacks of printed matter per trip of 86 hours.

Sea post-offices have also been in continuous operation upon the steamers *New York*, *Philadelphia*, *St. Louis*, and *St. Paul*, of the International Mercantile Marine Company; 45 trips having been made from New York and 45 from Southampton.

During the 45 trips from New York 447,650 ordinary articles were distributed; and during the 45 trips from Southampton 6,206,000 ordinary articles, 122,457 registered articles, and 5,889 sacks of printed matter were distributed.

As heretofore stated, the full benefit of the sea post service can not be secured on the steamers of the International Mercantile Marine Company, for the reason that the mails conveyed to this country by those steamers are light, the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed, because the British office has declined to furnish the assistance necessary to that end.

That the service has been reasonably satisfactory is shown by the fact that very few complaints have been received; and that in the distribution of 16,745,182 letters and post cards only 818 errors (0.0043 per cent, a reduction from 0.0066 per cent last year) have been reported.

It has been possible to secure more space for postal purposes on some of the steamers carrying sea post-offices, whereby the clerks have enjoyed greater facilities in the performance of their duties; and

to this improvement the reduction in the percentage of errors may be attributed, at least in part. The sea post clerks are still hampered by the limited space available, and when that fact is taken into consideration, together with the further fact that stormy weather not infrequently compels them to suspend operations, we have no cause to blush on account of our sea post services or for the manner in which the sea post clerks perform their duties.

It was never intended that the sea post-offices should entirely relieve the larger exchange post-offices of the distribution of mails for and from Europe, the absurdity of that idea being apparent when we consider that as a rule not more than three men can work to advantage in a sea post-office; that a single dispatch consists of from 1,500 to 2,000 sacks, containing several thousands of registered articles, and that a trip occupies only from six to eight days.

They can and do, however, act as valuable auxiliaries to the exchange offices, the delivery of articles being expedited several hours in many cases by reason of the distributions made at sea; and in this respect the cost of the service is fully justified.

PARCELS-POST.

No additional Parcels-Post Conventions have been concluded during the year, although negotiations looking to that end have been pending with the representatives of several countries.

The only change in the service which has become operative is the reduction from 5 kilograms (11 pounds) to 2 kilograms (4 pounds 6 ounces) in the maximum weight of parcels for and from Germany, which reduction took effect on the 1st of July, 1903.

The weights of the parcels-post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1902.....	322,615
For the year ended June 30, 1903.....	346,317

which shows an increase during the fiscal year of 23,702 pounds, or 7.34 per cent. The total number of parcels dispatched during the fiscal year was 102,280, of an average weight of about 3½ pounds.

The weight of the parcels-post mails received during the fiscal year was 468,845 pounds, and consisted of 74,150 parcels, the average weight of a parcel being 7 pounds.

Of the total weight of 346,317 pounds dispatched, 77,174 pounds were for Germany, and consisted of 34,938 parcels. In return, we received from Germany 57,950 parcels, their weight being 400,289 pounds.

The Parcels Post affords the only channel for the legitimate exchange of packages of miscellaneous merchandise by mail between different countries. It, in fact, gives to persons in different countries substantially the same facilities for the exchange of small parcels as is afforded in our domestic service by the provision for the admission to the mails of "fourth-class matter." That the service is appreciated by the public appears to be evident by the substantial increase from year to year in the volume of business in this particular branch of the service.

CONTRACT OCEAN MAIL SERVICE.

The contracts for service on Routes No. 69 and No. 70, "O. M. S.," expired on the 31st of October, 1902, and proposals for renewal of service on both routes were invited under date of July 16, 1902.

The proposals were opened on the 20th of October and the contracts awarded to the New York and Cuba Mail Steamship Company on the 28th of October, service to commence November 1, 1902; the contract on Route No. 69—New York to Tuxpam, via Habana and other intermediate ports—being for a term of ten years, and the contract on Route No. 70—New York to Habana—being for a term of five years. Each of the contracts in question stipulates for a sailing from New York once a week, so that there is a direct mail service between New York and Habana twice every week.

The contract mail service upon the seven routes now in operation has been performed to the satisfaction of the Department and of the contractors.

The distance traversed, the amount paid as mileage, the weights of the mails, and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon the seven routes in question are as follows, viz:

Route 36, New York to La Guaira, 26 trips; statute miles traveled, 63,315½; mileage paid, at \$1 a mile	\$63,315.20
Weights of the mails conveyed: Letters and post cards, 13,615 pounds; other articles, 189,732 pounds; amount of the full sea and inland postage thereon	36,962.56
Excess of cost of contract service on Route 36	<u>26,352.64</u>
Route 37, New York to Maracaibo, 23 trips; statute miles traveled, 58,574.1; mileage paid, at 66½ cents a mile	39,049.40
Weights of the mails conveyed: Letters and post cards, 1,838 pounds; other articles, 32,493 pounds; amount of the full sea and inland postage thereon	5,540.24
Excess of cost of contract service on Route 37	<u>33,509.16</u>
Route 57, New York to Southampton, 45 trips; statute miles traveled, 165,168; mileage paid, at \$4 a mile	660,672.00
Weight of the mails conveyed: Letters and post cards, 319,124 pounds; other articles, 2,358,287 pounds; amount of full sea and inland postage thereon	699,261.36
Excess of sea and inland postage over cost of contract service on Route 57	<u>38,589.36</u>
Route 69, New York to Tuxpam, 52 trips; statute miles traveled, 130,104; mileage paid, at \$1 a mile	130,104.00
Weights of the mails conveyed: Letters and post cards, 5,060 pounds; other articles, 75,254 pounds; amount of the full sea and inland postage thereon	14,116.32
Excess of cost of contract service on Route 69	<u>115,987.68</u>
Route 70, New York to Habana, 52 trips; statute miles traveled, 73,476; mileage paid, at \$1 a mile	73,476.00
Weights of the mails conveyed: Letters and post cards, 532 pounds; other articles, 8,233 pounds; amount of the full sea and inland postage thereon	1,509.84
Excess of cost of contract service on Route 70	<u>71,966.16</u>

Route 74, Boston and Philadelphia to Port Antonio, Jamaica, 93 trips;
 statute miles traveled, 165,622; mileage paid, at 66½ cents a mile.....\$110, 414. 67
 Weights of the mails conveyed: Letters and post cards, 2,974 pounds;
 other articles, 38,796 pounds; amount of full sea and inland postage
 thereon..... 7, 862. 08

Excess of cost of contract service on Route 74..... 102, 552. 59

Route 75, San Francisco, Cal., to Sydney, New South Wales, 17 trips;
 statute miles traveled, 141,601½; mileage paid, at \$2 a mile..... 283, 203. 00
 Weights of the mails conveyed: Letters and post cards, 21,207 pounds;
 other articles, 463,310 pounds; amount of the full sea and inland postage
 thereon..... 70, 996. 00

Excess of cost of contract service on Route 75..... 212, 207. 00

Aggregate excess of cost of contract service..... 523, 985. 87

The service from San Francisco to Tahiti performed by the Oceanic Steamship Company is not, strictly speaking, a "contract" service. But as the compensation is at the rate of \$1 for each mile traveled from San Francisco to Tahiti, it is on the same basis (a mileage) and may appropriately be mentioned here. By special authority of Congress the sum of \$45,000 is available for payment of the service at the rate of \$1 a mile from San Francisco to Tahiti for at least 10 trips during the year, the distance from San Francisco to Tahiti being 4,212 statute miles.

During the year 10 trips were made, covering 42,120 miles; mileage paid,
 at \$1 a mile..... \$42, 120. 00
 Weights of the mails conveyed: Letters and post cards, 423 pounds; other
 articles, 5,988 pounds; amount of full sea and inland postage thereon.. 1, 155. 84

Cost in excess of postage collected 40, 964. 16

The ocean mail contract service should be credited also with the carriage of the closed mails of foreign origin forwarded during the year from this country by means of steamers under contract with this Department.

The weights of said closed mails amounted to 33,314,422 grams (73,458 pounds) of letters and post cards, and 204,361,399 grams (450,617 pounds) of other articles, for the conveyance of which steamers not under contract would have been entitled to compensation at the rate of 5 francs per kilogram of letters and post cards, and 50 centimes per kilogram of other articles; or to a total sum of \$51,869.29. Deducting that sum from the "aggregate excess of cost," we find as the net excess of cost of the contract service \$472,116.58.

TRANSATLANTIC MAILS.

As heretofore, the mails for Great Britain and the Continent of Europe have been dispatched by every fast steamer, and when two fast steamers sail on the same day or succeeding days, the mails have been, as a rule, assigned to the one whose previous record gave reason to believe that it would deliver the mails sooner on the other side of the Atlantic. Other things being equal, preference has been given to steamers sailing under the flag of the United States, and especially to those under contract with this Department at a compensation of \$4 for each mile traveled from New York to Southampton.

Steamers flying the flag of the United States, but not under contract, are allowed for their services all the postage collected on the mails they carry from this country; that is to say, 5 cents a half ounce—\$1.60 a pound (or \$3,200 a short ton)—for letters and post cards, and 1 cent for 2 ounces—8 cents a pound (or \$160 a short ton)—for other articles. In the case of a steamer conveying the mails under a foreign flag, compensation for the service is allowed at the rate of 44 cents a pound (or \$880 a short ton) for letters and post cards, and 4½ cents a pound (or \$90 a short ton) for other articles, calculated on the actual net weight of the mails conveyed.

The transfer service in New York Harbor, whereby the fast mail steamers arriving from Europe are met at the quarantine station by a special mail steamer, which receives the mails and conveys them as rapidly as possible to the various railroad wharves, whence the mails for the city of New York are immediately sent to the post-office in that city, and those for inland destinations are forwarded by the first outgoing trains, has been continued without accident or interruption.

CENTRAL AND SOUTH AMERICAN AND WEST INDIAN MAILS.

There have been no radical changes in the service to these countries during the year.

Our communication with the west coast of Central and South America has been regular and reliable once a week by means of steamers plying between New York and Colon; and to Venezuela we have a weekly service by means of the Red "D" Line, which is performing contract service between New York and La Guaira and other ports of Venezuela, under the provisions of the act of Congress approved March 3, 1891. Contract service is also performed once a week by the New York and Cuba Mail Steamship Company between New York and Habana, and once a week between New York and certain Mexican Gulf ports via Habana. Besides, there is additional through service with Cuba by means of steamers plying three times a week between Tampa, Fla., and Habana, Cuba, and by means of steamers of the Munson Line sailing from New York twice a month for northern Cuban ports. The service from Tampa is performed under a domestic contract, and does not come under the provisions of the act of March 3, 1891. With Porto Rico we have mail communication regularly once a week by means of steamers of the Red "D" Line and by means of steamers of the New York and Porto Rico Line, which sail on alternate Saturdays from New York and irregularly twice a month from New Orleans, the latter service being performed under a domestic mail contract from New York for San Juan.

With Jamaica we have contract ocean mail service by means of steamers of the American Mail Steamship Company, sailing twice a week from Boston or Philadelphia for Port Antonio, Jamaica. Besides, Hamburg-American steamers of the Atlas Line sail regularly every Saturday from New York for Kingston.

Communication with the other West India islands has been maintained without material change, and principally by means of the New York and Cuba Mail, Quebec, Hamburg-American (Atlas), Clyde, Royal Dutch West India Mail, Trinidad, Bahamas, Cameron, Demerara, Peninsular and Occidental, and Earn Lines of steamers.

With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers which sail every Thursday from New Orleans. By steamers sailing from the same port every Friday we have regular weekly communication with Costa Rica, and frequent although irregular communication with Costa Rica, Nicaragua, Republic of Honduras, and with the Colombian ports of Bocas del Toro, Cartagena, and Santa Marta; and from Mobile, Ala., we have frequent although irregular service with Bocas del Toro (Colombia) and Belize.

By means of the Lamport and Holt, Sloman's, Norton, Knott's Prince, Booth, and Houston Lines, mails for Brazil and the River Plata countries have been dispatched 153 times by steamers sailing for those countries direct. Mails for northern ports of Brazil were dispatched 39 times by steamers sailing from New York for Para, Manaos, Maranhham, Ceara, Pernambuco, and Bahia. Mails for Brazil generally and for La Plata countries were dispatched 64 times by steamers sailing from New York for Rio de Janeiro or Santos, Brazil. Mails for La Plata countries were dispatched 50 times by steamers sailing from New York for Montevideo and Buenos Ayres. Correspondence for Brazil and the River Plata countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANS-PACIFIC MAILS.

By means of steamers sailing three or four times a month from San Francisco and two or three times a month from Tacoma or Seattle, mails for Japan and China have been dispatched not less than six times a month.

These mails have included articles for the Philippines; but mails for the Philippines have also been dispatched by army transports, which sailed from San Francisco for Manila twice a month until November 1, and once a month since that date. Correspondence for Japan and China has also been forwarded to Vancouver, British Columbia, for dispatch per steamers leaving that port every four weeks, when the delivery of the correspondence would be thereby expedited.

Mails for the Australasian colonies have been dispatched from San Francisco once every three weeks by means of the contract steamers of the Oceanic Steamship Company; the transit time from San Francisco to Sydney being twenty-one days and mails being delivered en route at Pago Pago.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for those colonies by means of the Canadian Line of steamers sailing from Vancouver, British Columbia, once every four weeks.

The Oceanic steamers and those from Vancouver, above referred to, call at Honolulu, and most of the steamers en route from San Francisco to Japan and China usually call at Honolulu; so that, including the service under domestic mail contracts between San Francisco and Honolulu, there are not less than seven opportunities a month for communication by mail with Hawaii, and generally there are not less than eight.

Mails for Japan, China, and the Australasian colonies are forwarded from San Francisco to Honolulu, to be transferred there to steamers sailing from Vancouver and calling at Honolulu en route to those countries; and mails for the United States arriving at Honolulu by steamers bound for Vancouver are transferred to steamers sailing from Honolulu to San Francisco. By such transfers the delivery of the mails so transferred is expedited by three or four days.

The trip of the Pacific Mail Steamship Company's new steamer *Korea*, commenced at Yokohama, Japan, on the 18th of October, 1902, is worthy of record, the mails having been delivered in San Francisco on the 28th of October; the voyage from Yokohama to San Francisco having occupied only ten days, as against the regular schedule time of seventeen days.

CASUALTIES.

The Quebec Steamship Company's steamer *Madiana*, with mails for the West Indies, was wrecked on North Reef, near Bermuda, on the 8th of February, 1903. The mails were saved.

MISCELLANEOUS.

During the year a Postal Convention was negotiated with Cuba, which was signed in this city on the 20th of June. The ratifications were exchanged on the 9th of September and the convention became operative on the 9th of October, 1903.

The Convention stipulates that the United States domestic postage rates and conditions shall apply to articles mailed in the United States addressed for delivery in Cuba, and that the Cuban domestic postage rates and conditions shall apply to articles mailed in Cuba addressed for delivery in the United States; all articles being subject to the customs and sanitary regulations of the country to which they are sent.

The Convention with Cuba is similar to the Conventions in force with Canada and Mexico. So that at present our domestic postage rates and conditions apply to articles addressed for delivery in Canada, Mexico, and Cuba, as well as those addressed for delivery in the United States and all of its island possessions, including Hawaii, Porto Rico, and the Philippines.

OFFICE WORK.

During the year 23,658 communications were received, entered in brief in "letters received," and acted upon, of which 7,408 were in foreign languages and were translated; 7,464 were referred by "slip" to other officials, and the remainder involved the preparation of 6,171 letters, which were signed, press-copied, briefed, and indexed. Besides this, 42,836 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of 7 clerks (4 male and 3 female), in addition to the chief clerk, and to their energy and industry is due the fact that the business of the Office is up to date.

APPENDICES.

I append hereto statistical tables showing the number of post-offices and employees, number of letter boxes for the use of the public, proportion of post-offices to area and population, number of articles of mail matter to each inhabitant, length of mail routes and number of miles traveled thereon, number of articles received and dispatched in international mails and by parcels-post, postal revenue and expenditure, and subsidies paid to steamship companies, relating to various countries of the Postal Union during the year 1901, which have been collated from the most recent statistical tables published by the International Bureau of the Universal Postal Union in 1903. These statistics show, relative to the postal service in the eight leading countries of the world, that—

As regards the number of post-offices and employees, the United States stands first, Germany, Great Britain, France, Italy, Austria, Russia, and Japan coming next in the order named, as regards post-offices; and Germany first, the United States second, followed by Great Britain, France, Russia, Japan, Austria, and Italy, as regards employees.

As regards letter boxes for the use of the public, Germany stands first, followed by the United States, France, Great Britain, Japan, Austria, Italy, and Russia.

As regards the proportion of post-offices to area, Switzerland stands first, followed by Great Britain, Germany, Italy, Austria, France, Japan, the United States, and Russia. Of the countries having an exceptionally large area, the United States stands fifteenth (seventeenth in 1900) and Russia thirty-fourth; while as regards the proportion of post-offices to population, New Zealand stands first, followed by the United States, fifth in rank (seventh in 1900), Germany, Great Britain, Austria, France, Italy, Japan, and Russia.

As regards the number of articles of mail matter received by and sent to each inhabitant, the United States stands first, followed by Great Britain, Germany, France, Austria, Italy, Japan, and Russia.

As regards the length of mail routes, the United States stands first, followed by Russia, Germany, France, Austria, Italy, and Japan. (Great Britain did not make a report.)

As regards the number of prints sent, the United States stands first, followed by France, Germany, Austria, Russia, Italy, and Japan. (Great Britain did not make a report.)

The amount expended during the year for the postal service by the United States exceeded by \$7,948,000, in round figures, the amount expended by Germany, which of all the leading countries of the world expended the next largest amount for the same purpose.

These tables therefore show that during the past year the United States has headed the list in nearly all respects; has risen in rank as regards proportion of post-offices to area and population; and has, as regards postal income, shown an increase of nearly \$10,000,000, which certainly must be considered exceedingly satisfactory as showing decided progress.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Superintendent of Foreign Mails.

THE SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1901.

[From "Statistique générale du Service Postal," published by the International Bureau of the Universal Postal Union, Berne, Switzerland, 1903.]

In the following tables a number of countries in the Postal Union are omitted because they failed to furnish the International Bureau with their postal statistics.

Number of post-offices and officers and employees.

Country.	Post-offices.		Country.	Officers and employees.	
	Rank.	Number.		Rank.	Number.
United States.....	1	78,262	Germany.....	1	233,176
Germany.....	2	46,623	United States.....	2	226,825
Great Britain.....	3	22,400	Great Britain.....	3	179,202
British India.....	4	13,615	France.....	4	77,581
France.....	5	11,044	Russia.....	5	57,534
Italy.....	6	8,251	British India.....	6	57,189
Austria.....	7	7,628	Japan.....	7	56,017
Russia.....	8	6,288	Austria.....	8	46,176
Hungary.....	9	4,998	Italy.....	9	38,331
Japan.....	10	4,447	Hungary.....	10	22,386
Switzerland.....	11	3,760	Switzerland.....	11	12,028
Roumania.....	12	3,350	Mexico.....	12	10,384
Sweden.....	13	3,310	Netherlands.....	13	7,985
Spain.....	14	3,241	Sweden.....	14	7,857
Portugal.....	15	3,005	Belgium.....	15	7,169
Norway.....	16	2,528	Roumania.....	16	6,929
Mexico.....	17	2,207	Denmark.....	17	6,776
Bulgaria.....	18	2,027	Portugal.....	18	6,324
Argentine Republic.....	19	2,018	Argentine Republic.....	19	5,935
New Zealand.....	20	1,749	Victoria.....	20	4,852
Victoria.....	21	1,552	Spain.....	21	4,265
Netherlands East Indies.....	22	1,474	Norway.....	22	4,080
Netherlands.....	23	1,386	New Zealand.....	23	3,691
Turkey.....	24	1,297	Chile.....	24	2,165
Belgium.....	25	1,196	Turkey.....	25	1,978
Denmark.....	26	1,174	Netherlands East Indies.....	26	1,809
Egypt.....	27	1,068	Bulgaria.....	27	1,731
Chile.....	28	789	Egypt.....	28	1,525
Uruguay.....	29	709	Uruguay.....	29	1,498
Greece.....	30	473	Greece.....	30	1,366
Korea.....	31	364	Korea.....	31	1,104
Bolivia.....	32	336	Bolivia.....	32	834
Tunis.....	33	335	Siam.....	33	705
Siam.....	34	154	Bosnia-Herzegovina.....	34	623
Luxemburg.....	35	91	Luxemburg.....	35	613
Bosnia-Herzegovina.....	36	88	Tunis.....	36	593
Honduras, Republic of.....	37	66	Honduras, Republic of.....	37	525
Kongo.....	38	45	Kongo.....	38	90

Number of letter boxes for the use of the public.

Country.	Letter boxes.		Country.	Letter boxes.	
	Rank.	Number.		Rank.	Number.
Germany.....	1	128, 008	Argentina Republic.....	20	2, 499
United States.....	2	118, 196	Bulgaria.....	21	2, 482
France.....	3	67, 280	New Zealand.....	22	2, 419
Great Britain.....	4	67, 082	Egypt.....	23	1, 197
Japan.....	5	46, 689	Mexico.....	24	1, 187
British India.....	6	47, 080	Chile.....	25	1, 106
Austria.....	7	28, 248	Korea.....	26	747
Italy.....	8	22, 128	Netherlands East Indies.....	27	681
Russia.....	9	20, 884	Luxemburg.....	28	649
Spain.....	10	18, 000	Greece.....	29	621
Hungary.....	11	10, 808	Tunisia.....	30	448
Denmark.....	12	10, 448	Turkey.....	31	424
Switzerland.....	13	10, 049	Bolivia.....	32	342
Belgium.....	14	8, 277	Bosnia-Herzegovina.....	33	341
Portugal.....	15	6, 978	Siam.....	34	334
Sweden.....	16	5, 445	Uruguay.....	35	199
Netherlands.....	17	4, 506	Kongo.....	36	45
Roumania.....	18	4, 414	Honduras, Republic of.....	37	36
Norway.....	19	3, 774			

Proportion of post-offices to area and population.

Country.	Proportion of post-offices to area.		Country.	Proportion of post-offices to population.	
	Rank.	Square miles to each post-office.		Rank.	Population to each post-office.
Switzerland.....	1	4.4	New Zealand.....	1	472
Great Britain.....	2	5.4	Victoria.....	2	784
Germany.....	3	5.5	Norway.....	3	910
Netherlands.....	4	9.5	Switzerland.....	4	929
Belgium.....	5	10.1	United States.....	5	990
Luxemburg.....	6	11.9	Uruguay.....	6	1, 313
Portugal.....	7	11.9	Germany.....	7	1, 497
Italy.....	8	14	Portugal.....	8	1, 691
Roumania.....	9	14.2	Roumania.....	9	1, 774
Austria.....	10	16.1	Great Britain.....	10	1, 859
Denmark.....	11	17.5	Sweden.....	11	1, 884
France.....	12	19.7	Argentina Republic.....	12	2, 701
Hungary.....	13	28.9	Denmark.....	13	2, 809
Japan.....	14	36.6	Luxemburg.....	14	2, 816
United States.....	15	47.9	Tunisia.....	15	3, 448
Norway.....	16	50.2	Austria.....	16	3, 613
Greece.....	17	52.1	France.....	17	3, 718
Victoria.....	18	53.8	Netherlands.....	18	3, 961
New Zealand.....	19	59.9	Italy.....	19	4, 046
Sweden.....	20	61.6	Hungary.....	20	4, 427
Spain.....	21	68.2	Chile.....	21	5, 064
Uruguay.....	22	101.7	Greece.....	22	5, 167
British India.....	23	119.5	Spain.....	23	5, 890
Tunisia.....	24	156.4	Belgium.....	24	6, 039
Bulgaria.....	25	165.7	Mexico.....	25	6, 668
Korea.....	26	201	Honduras, Republic of.....	26	7, 143
Egypt.....	27	222.1	Bolivia.....	27	8, 191
Bosnia-Herzegovina.....	28	231.7	Egypt.....	28	10, 006
Mexico.....	29	377.3	Japan.....	29	10, 980
Chile.....	30	397.1	Russia.....	30	11, 417
Netherlands East Indies.....	31	501.1	Korea.....	31	15, 659
Argentina Republic.....	32	696.9	Bulgaria.....	32	16, 374
Honduras, Republic of.....	33	734.1	Bosnia-Herzegovina.....	33	18, 448
Russia.....	34	751.4	Turkey.....	34	18, 527
Turkey.....	35	883.7	British India.....	35	22, 004
Siam.....	36	1, 622.9	Netherlands East Indies.....	36	28, 563
Bolivia.....	37	2, 345.1	Siam.....	37	38, 961
Kongo.....	38	52, 110	Kongo.....	38	2, 000, 000

Number of articles of mail matter of every kind, ordinary and registered, domestic and foreign, received and sent, to each inhabitant.

Country.	Rank.	Number of articles.	Country.	Rank.	Number of articles.
United States.....	1	99.7	Hungary.....	20	17.8
Victoria.....	2	99.1	Chile.....	21	16.9
New Zealand.....	3	94.1	Portugal.....	22	12.7
Great Britain.....	4	92	Tunis.....	23	11.4
Switzerland.....	5	78	Roumania.....	24	10.1
Belgium.....	6	70.4	Mexico.....	25	9.3
Argentine Republic.....	7	66.9	Greece.....	26	8
Germany.....	8	66.6	Bulgaria.....	27	6.02
Netherlands.....	9	60.5	Bosnia-Herzegovina.....	28	5.8
France.....	10	54.7	Russia.....	29	4.4
Austria.....	11	38.9	Egypt.....	30	2.8
Denmark.....	12	36.6	British India.....	31	1.9
Luxemburg.....	13	32.6	Honduras, Republic of.....	32	1.7
Italy.....	14	24.5	Turkey.....	33	.94
Sweden.....	15	22.5	Netherlands East Indies.....	34	.62
Norway.....	16	21.6	Bolivia.....	35	.5
Uruguay.....	17	21.6	Korea.....	36	.26
Spain.....	18	19.7	Siam.....	37	.17
Japan.....	19	18.8	Kongo.....	38	.009

Length of mail routes.

Country.	Railroads.		Country.	All other roads.	
	Rank.	Miles.		Rank.	Miles.
United States.....	1	186,204	United States.....	1	325,291
Russia.....	2	38,008	Russia.....	2	161,794
Germany.....	3	33,032	British India.....	3	109,066
France.....	4	28,773	France.....	4	88,559
British India.....	5	22,692	Germany.....	5	61,602
Austria.....	6	16,974	Netherlands East Indies.....	6	60,630
Italy.....	7	11,350	Austria.....	7	52,282
Hungary.....	8	10,950	Japan.....	8	51,821
Mexico.....	9	8,892	Mexico.....	9	48,564
Argentine Republic.....	10	8,706	Turkey.....	10	47,869
Sweden.....	11	7,212	Hungary.....	11	40,634
Turkey.....	12	4,582	Norway.....	12	39,711
Belgium.....	13	4,108	Italy.....	13	35,607
Japan.....	14	4,026	New Zealand.....	14	28,996
Netherlands.....	15	3,771	Sweden.....	15	25,442
Roumania.....	16	3,517	Argentine Republic.....	16	24,921
New Zealand.....	17	3,415	Roumania.....	17	22,266
Victoria.....	18	3,151	Chile.....	18	17,248
Switzerland.....	19	2,663	Bolivia.....	19	14,007
Chile.....	20	2,551	Netherlands.....	20	12,465
Portugal.....	21	2,463	Portugal.....	21	11,891
Egypt.....	22	2,028	Victoria.....	22	9,713
Denmark.....	23	1,879	Siam.....	23	7,638
Netherlands East Indies.....	24	1,518	Honduras, Republic of.....	24	6,798
Uruguay.....	25	1,508	Egypt.....	25	6,747
Norway.....	26	1,450	Korea.....	26	6,571
Bulgaria.....	27	985	Uruguay.....	27	6,033
Greece.....	28	646	Switzerland.....	28	4,273
Tunis.....	29	587	Denmark.....	29	3,933
Bosnia-Herzegovina.....	30	539	Kongo.....	30	3,515
Bolivia.....	31	367	Tunis.....	31	3,281
Kongo.....	32	290	Greece.....	32	3,127
Luxemburg.....	33	245	Bulgaria.....	33	1,952
Siam.....	34	190	Bosnia-Herzegovina.....	34	1,103
Honduras, Republic of.....	35	50	Belgium.....	35	591
Korea.....	36	25	Luxemburg.....	36	438

Annual transportation.

Country.	On railroads.		On all other roads.	
	Rank.	Miles.	Rank.	Miles.
United States	1	309,018,616	2	156,849,872
Germany	2	149,774,400	4	56,385,890
France	3	77,487,628	1	247,627,482
Belgium	4	47,824,149	32	698,846
Russia	5	45,089,234	7	26,884,679
Austria	6	37,367,774	6	83,697,997
Italy	7	32,837,693	8	23,390,474
Hungary	8	25,537,622	9	18,354,560
British India	9	25,071,655	3	68,963,153
Sweden	10	14,120,925	11	8,966,921
Japan	11	11,689,407	5	50,783,293
Argentine Republic	12	9,723,618	21	2,531,013
Switzerland	13	8,673,992	14	5,377,326
Mexico	14	8,171,338	20	2,649,069
Denmark	15	5,059,485	19	2,884,218
Netherlands	16	4,716,307	10	9,693,625
Victoria	17	4,394,408	17	4,006,956
Roumania	18	3,787,633	16	4,326,118
Egypt	19	3,745,551	29	1,095,444
Netherlands East Indies	20	3,199,196	23	2,438,483
New Zealand	21	2,986,940	15	4,945,503
Chile	22	2,579,284	22	2,451,706
Turkey	23	1,873,332	13	6,221,925
Portugal	24	1,701,347	18	8,899,046
Greece	25	1,529,119	25	1,481,218
Norway	26	1,507,785	12	7,216,536
Bulgaria	27	1,008,914	30	838,658
Luxemburg	28	830,272	34	377,598
Tunis	29	768,798	28	1,228,969
Uruguay	30	543,029	24	2,389,556
Bosnia-Herzegovina	31	437,506	33	647,945
Siam	32	199,012	31	803,966
Bolivia	33	135,124	27	1,372,046
Kongo	34	80,348	35	231,384
Korea	35	36,366	26	1,399,436

Number of articles received and dispatched in the international mails.

A.—RECEIVED.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Austria	1	119,876,930	1	55,257,530	5	22,910,370	2	5,497,500
Germany	2	117,868,920	2	32,329,430	2	54,617,080	1	7,116,700
France	3	65,067,418	9	2,828,390	3	39,499,091	3	2,743,844
United States	4	60,986,890	20	884,208	1	56,362,807	8	1,296,097
Italy	5	26,548,800	8	3,388,634	13	8,167,940	7	1,302,210
Hungary	6	26,148,946	3	15,301,682	15	6,662,932	10	836,420
Russia	7	25,126,455	5	8,535,367	7	14,415,081	4	1,486,452
Switzerland	8	23,506,719	4	11,638,460	6	15,164,026	6	1,377,441
Belgium	9	19,657,976	6	6,738,004	9	13,437,996	5	1,475,916
Argentine Republic	10	16,261,815	30	43,114	12	8,476,836		
Netherlands	11	15,563,119	7	5,277,141	10	9,395,196	9	967,471
Sweden	12	13,233,322	13	1,432,135	19	3,721,485	13	441,792
Spain	13	12,046,180	10	1,636,182	8	14,327,932	12	453,130
Victoria	14	6,739,457			16	6,038,091		
Denmark	15	6,614,376	11	1,560,492	26	2,212,848	11	469,116
British India	16	6,429,637			11	9,119,482		
Norway	17	6,159,700	17	839,000	25	2,234,700	16	252,100
Mexico	18	5,006,947	22	244,316	4	24,152,635	14	415,290
Japan	19	4,178,502	15	1,046,426	27	1,704,534	21	133,014
Tunis	20	3,968,614	25	190,932	21	2,988,196	18	142,812
Portugal	21	3,846,920	21	262,406	22	2,760,014	19	141,406
Turkey	22	3,746,424	24	212,732	31	1,119,021	26	67,820
Roumania	23	3,201,174	12	1,513,978	23	2,274,197	17	193,763
New Zealand	24	3,149,045	29	61,788	14	6,837,624	15	859,752
Egypt	25	3,080,000	23	220,000	20	3,017,000	25	71,000
Bosnia-Herzegovina	26	2,761,004	14	1,233,731	24	2,261,349	22	92,731
Greece	27	2,347,133	19	409,314	28	1,417,129	20	136,539
Luxemburg	28	1,643,226	16	993,104	32	1,056,666	23	74,048
Chile	29	1,593,854	28	70,372	18	4,176,027	29	48,868

Number of articles received and dispatched in the international mails—Continued.

A.—RECEIVED—Continued.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Uruguay	30	1, 397, 445	27	101, 496	17	4, 962, 361	28	56, 191
Bulgaria	31	1, 259, 010	18	569, 344	30	1, 247, 994	24	71, 242
Netherlands East Indies	32	821, 259	26	138, 542	29	1, 406, 604	27	57, 594
Bolivia	33	189, 242	34	10, 175	33	313, 408	30	8, 901
Siara	34	168, 806	33	11, 067	36	152, 987	31	8, 689
Kongo	35	124, 052	31	15, 972	37	63, 898	34	3, 621
Honduras, Republic of	36	90, 547	35	8, 929	35	159, 230	32	3, 451
Korea	37	36, 456	32	12, 891	34	192, 148	33	3, 006

B.—DISPATCHED.

Austria	1	181, 990, 680	1	54, 219, 650	4	38, 359, 790	2	6, 745, 970
Germany	2	131, 372, 750	2	32, 496, 890	3	60, 350, 720	1	6, 761, 960
United States	3	74, 717, 974	8	4, 324, 609	1	88, 074, 154	4	1, 585, 454
France	4	69, 906, 026	10	3, 039, 088	2	74, 606, 425	3	5, 446, 196
Italy	5	28, 015, 167	9	4, 044, 830	11	7, 323, 632	8	1, 178, 417
Hungary	6	24, 882, 316	4	13, 558, 460	12	7, 119, 904	10	682, 762
Russia	7	23, 129, 918	6	7, 607, 561	9	8, 347, 966	6	1, 473, 783
Belgium	8	22, 701, 003	5	8, 183, 162	6	19, 710, 119	5	1, 509, 963
Switzerland	9	20, 721, 698	3	17, 388, 638	8	9, 489, 098	9	1, 022, 801
Netherlands	10	13, 641, 040	7	4, 823, 199	10	7, 396, 077	7	1, 412, 087
Argentine Republic	11	12, 409, 972	27	126, 104	13	6, 338, 213		
Spain	12	11, 802, 000	12	1, 967, 524	6	14, 613, 880	11	441, 824
Sweden	13	6, 709, 667	16	1, 117, 577	21	1, 649, 401	19	85, 800
Mexico	14	6, 050, 026	26	129, 661	14	4, 857, 123	14	192, 215
British India	15	5, 745, 007			18	2, 333, 910		
Denmark	16	5, 600, 316	14	1, 494, 756	24	1, 404, 460	13	208, 400
Victoria	17	5, 378, 980			7	10, 607, 617		
Japan	18	4, 408, 381	15	1, 137, 583	20	1, 673, 312	20	65, 135
Roumania	19	4, 375, 776	13	1, 939, 251	26	1, 187, 610	12	309, 564
Norway	20	4, 235, 478	18	567, 826	27	1, 056, 874	24	49, 894
Tunis	21	3, 829, 176	23	235, 932	23	1, 611, 396	17	100, 652
Portugal	22	3, 691, 924	19	529, 750	15	3, 384, 043	16	101, 331
Egypt	23	2, 847, 000	22	254, 000	25	1, 310, 000	18	86, 000
Greece	24	2, 727, 410	21	374, 582	17	2, 373, 520	22	54, 171
New Zealand	25	2, 271, 940	30	32, 664	19	2, 213, 374	15	137, 678
Bosnia-Herzegovina	26	2, 270, 864	11	2, 133, 239	31	370, 113	26	28, 292
Turkey	27	1, 834, 395	25	141, 981	29	491, 626	21	58, 711
Bulgaria	28	1, 651, 086	20	456, 290	30	414, 474	27	24, 496
Chile	29	1, 539, 172	29	36, 984	22	1, 625, 402	29	5, 423
Luxemburg	30	1, 361, 906	17	922, 194	28	710, 164	25	47, 632
Uruguay	31	985, 986	28	74, 564	16	2, 043, 288	28	5, 450
Netherlands East Indies	32	866, 194	24	181, 219	32	332, 552	23	50, 582
Bolivia	33	164, 622	34	6, 734	35	32, 149	34	298
Kongo	34	125, 625	32	21, 201	37	15, 832	32	357
Siara	35	98, 336	31	23, 572	33	77, 069	30	4, 676
Honduras, Republic of	36	75, 414	35	4, 356	34	53, 776	33	512
Korea	37	26, 451	33	9, 725	36	34, 496	31	1, 207

Parcels post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Austria	1	6,290,640	5,252,040	1,038,600	\$58,657,101.94
Germany	2	6,165,868	5,758,838	401,525	34,643,654.40
Hungary	3	5,969,890	5,569,518	399,812	8,518,511.88
Switzerland	4	2,362,914	2,247,124	115,790	7,789,072.06
France	5	2,080,645	1,865,890	114,755	4,896,809.19
Italy	6	1,472,786	1,386,960	85,826	2,924,083.37
Great Britain	7	1,392,178	1,165,570	226,608	21,982.70
Belgium	8	998,784	969,056	34,728	9,345,684.54
Russia	9	751,139	627,096	124,063	1,201,684.02
Netherlands	10	704,125	690,519	23,606	3,819,269.41
Denmark	11	671,807	546,518	26,289	.....
Spain	12	448,819	448,819	.....	.....
Roumania	13	377,854	365,416	12,438	.....
Bosnia-Herzegovina	14	301,984	231,228	70,756	6,649,375.32
Sweden	15	281,910	258,885	28,025	8,529,375.75
Luxemburg	16	241,131	232,611	8,520	718,622.37
Norway	17	232,800	219,700	13,100	2,770,009.81
Mexico	18	167,120	167,120	.....	.....
Tunis	19	164,095	151,272	12,823	296,595.52
Egypt	20	158,000	143,000	15,000	598,800.00
British India	21	151,861	128,866	22,975	18,045,062.80
Portugal	22	90,982	85,216	5,716	238,890.28
Bulgaria	23	58,123	55,574	2,549	575,895.78
Netherlands East Indies	24	47,755	47,755	.....	.....
Victoria	25	48,009	48,009	.....	.....
Greece	26	37,721	37,721	.....	.....
Chile	27	14,139	14,139	.....	.....
Japan	28	9,497	9,497	.....	.....
Uruguay	29	9,013	9,013	.....	.....
Kongo	30	4,571	4,571	.....	.....
Siam	31	2,263	2,263	.....	.....
Honduras, Republic of	32	2,027	2,027	.....	.....
Bolivia	33	1,637	1,637	.....	.....

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels dispatched.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Austria	1	9,923,140	8,781,590	1,191,550	\$62,616,107.41
Germany	2	9,280,801	8,968,704	267,097	18,954,078.38
France	3	4,386,381	4,006,555	379,826	12,964,169.36
Hungary	4	3,318,082	2,039,492	278,590	10,026,532.44
Great Britain	5	2,158,443	2,158,443	.....	.....
Switzerland	6	1,449,891	1,196,522	253,369	20,977,310.89
Italy	7	815,871	778,462	37,409	1,796,202.84
Belgium	8	508,399	493,255	16,144	31,800.74
Netherlands	9	310,749	296,305	12,444	873,753.65
Luxemburg	10	162,068	156,209	5,849	868,772.85
British India	11	140,166	112,841	27,325	7,728,527.08
Bosnia-Herzegovina	12	115,798	75,893	40,405	7,468,553.07
Denmark	13	106,626	97,903	8,723	1,121,135.45
Russia	14	85,580	28,708	61,872	4,147,509.01
Spain	15	81,518	81,518	.....	.....
Egypt	16	73,000	71,000	2,000	85,806.00
Sweden	17	69,643	65,786	3,907	6,685,500.98
Victoria	18	61,258	61,258	.....	.....
Norway	19	40,613	35,229	5,384	2,527,297.17
Tunis	20	38,276	36,964	1,312	83,650.10
Mexico	21	35,136	35,136	.....	.....
Roumania	22	30,835	28,246	7,589	.....
New Zealand	23	13,336	13,336	.....	.....
Portugal	24	11,433	11,283	200	4,964.54
Netherlands East Indies	25	10,558	10,558	.....	.....
Argentine Republic	26	10,065	10,065	.....	.....
Bulgaria	27	9,788	7,212	2,576	2,441,868.38
Japan	28	7,007	7,007	.....	.....
Greece	29	6,650	6,650	.....	.....
Chile	30	6,123	6,123	.....	.....
Uruguay	31	2,073	2,073	.....	.....
Siam	32	903	903	.....	.....
Bolivia	33	858	858	.....	.....
Honduras, Republic of	34	160	160	.....	.....
Kongo	35	141	141	.....	.....

Postal income and expenditure.

Country.	Rank.	Income.	Country.	Rank.	Expenditure.
Germany	1	\$113,084,879.30	United States	1	\$115,089,607.08
United States	2	112,681,193.32	Germany	2	107,091,602.01
Great Britain	3	70,356,068.74	Great Britain	3	50,904,981.80
France	4	52,618,451.58	France	4	40,245,705.97
Russia	5	41,461,224.22	Russia	5	28,474,771.46
Austria	6	22,288,324.66	Austria	6	21,159,967.24
Italy	7	12,406,485.59	Italy	7	11,981,568.71
Hungary	8	9,635,370.98	Japan	8	9,319,849.77
Japan	9	9,391,557.76	Hungary	9	6,858,678.54
Switzerland	10	7,391,274.71	Switzerland	10	6,700,018.89
British India	11	6,942,970.86	Argentine Republic	11	6,110,881.80
Argentine Republic	12	5,276,271.63	British India	12	5,625,510.15
Belgium	13	5,102,308.28	Sweden	13	5,377,325.42
Spain	14	4,232,339.01	Netherlands	14	3,267,680.48
Netherlands	15	3,190,406.84	Mexico	15	2,793,639.17
Sweden	16	3,048,048.41	Belgium	16	2,788,545.26
Victoria	17	2,790,140.57	Victoria	17	2,619,222.30
Mexico	18	2,508,945.56	Denmark	18	2,296,455.08
Denmark	19	2,308,337.47	Spain	19	1,582,196.99
Roumania	20	1,865,640.00	Roumania	20	1,352,272.17
Turkey	21	1,446,338.47	Norway	21	1,347,853.13
Norway	22	1,411,252.89	New Zealand	22	1,232,148.90
Portugal	23	1,391,078.84	Portugal	23	895,870.40
New Zealand	24	1,367,142.70	Netherlands East Indies	24	808,630.09
Egypt	25	718,654.80	Egypt	25	588,128.90
Netherlands East Indies	26	594,019.32	Bulgaria	26	571,043.57
Bulgaria	27	563,546.02	Greece	27	541,410.54
Greece	28	499,557.41	Chile	28	443,005.86
Chile	29	441,194.84	Turkey	29	415,254.63
Uruguay	30	393,556.14	Luxemburg	30	378,949.41
Luxemburg	31	367,018.75	Uruguay	31	271,064.83
Tunis	32	286,847.49	Bosnia-Herzegovina	32	253,965.85
Bosnia-Herzegovina	33	280,339.87	Tunis	33	249,922.74
Bolivia	34	96,414.78	Bolivia	34	104,509.71
Kongo	35	41,168.87	Siam	35	94,420.80
Siam	36	34,222.79	Korea	36	86,502.48
Korea	37	13,089.45			

Postal surplus and deficiency.

Country.	Rank.	Surplus.	Country.	Rank.	Deficiency.
Great Britain	1	\$19,451,101.94	United States	1	\$2,408,413.70
Russia	2	13,086,453.76	Argentine Republic	2	884,610.17
France	3	12,364,745.61	Mexico	3	484,694.61
Germany	4	5,943,277.29	Netherlands East Indies	4	209,610.77
Hungary	5	2,781,692.44	Korea	5	73,413.03
Spain	6	2,710,642.02	Siam	6	60,196.01
Belgium	7	2,313,763.02	Greece	7	41,853.13
Austria	8	1,128,557.42	Japan	8	28,292.01
Turkey	9	1,031,683.84	Luxemburg	9	11,930.66
Netherlands	10	908,826.36	Bolivia	10	6,094.93
British India	11	717,460.71	Chile	11	1,811.02
Switzerland	12	591,260.82			
Roumania	13	513,467.83			
Portugal	14	495,208.44			
Italy	15	424,931.78			
Victoria	16	176,918.27			
Sweden	17	170,722.99			
New Zealand	18	134,993.80			
Egypt	19	130,525.90			
Uruguay	20	122,491.31			
Norway	21	63,399.76			
Tunis	22	36,924.75			
Bosnia-Herzegovina	23	28,354.02			
Bulgaria	24	22,502.45			
Denmark	25	11,782.39			

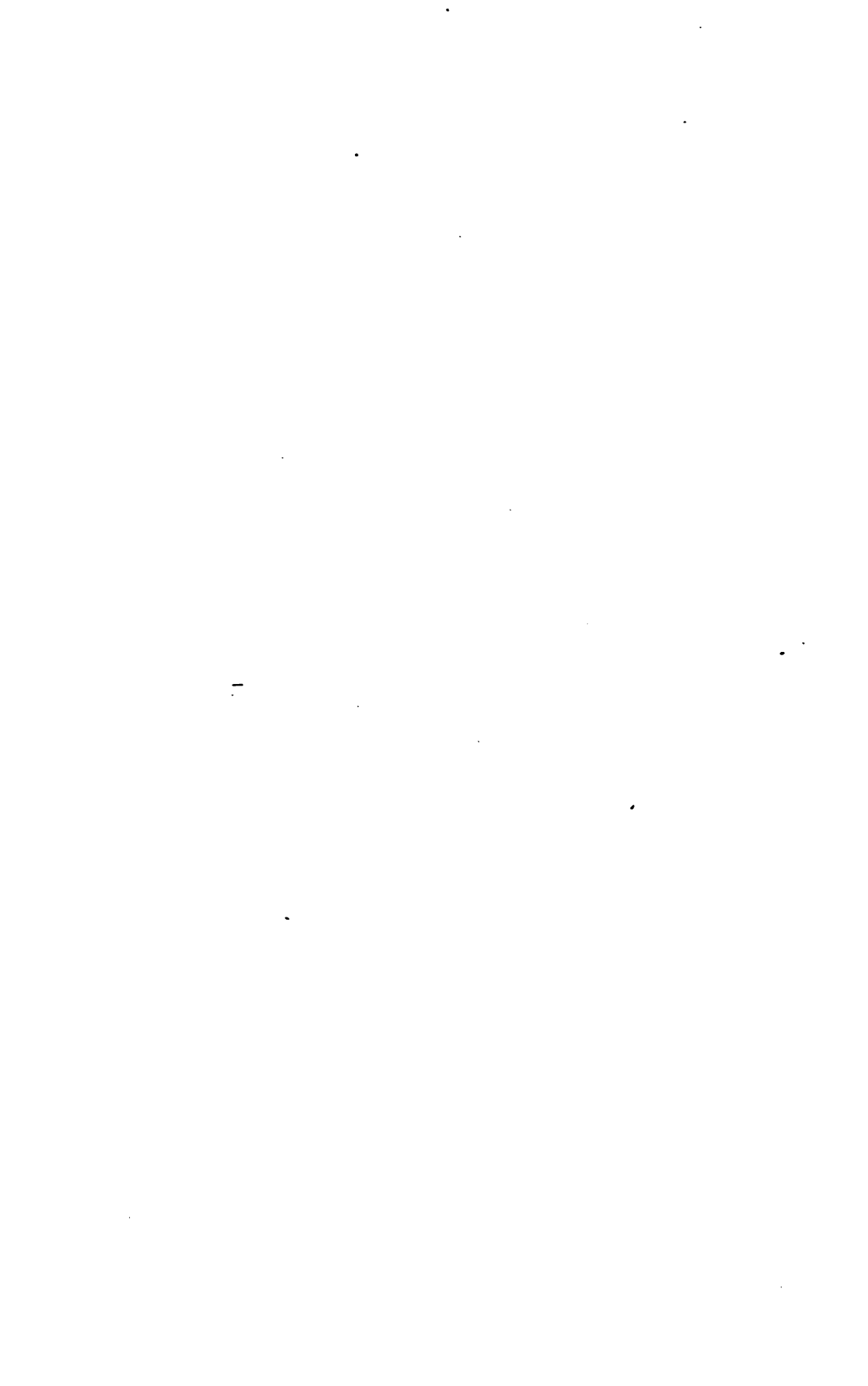
Subsidies paid to steamship companies.^a

Country.	Rank.	Annual sub- sidy.
France.....	1	\$4,821,401.70
Great Britain.....	2	3,766,401.02
United States.....	3	2,004,249.60
Italy.....	4	1,969,332.57
British India.....	5	886,159.08
Netherlands.....	6	233,470.91
New Zealand.....	7	196,204.58
Spain.....	8	126,930.70
Victoria.....	9	109,247.65
Netherlands East Indies.....	10	81,909.20
Denmark.....	11	66,320.85
Belgium.....	12	54,731.99
Greece.....	13	40,238.79
Egypt.....	14	30,108.00

^a The amounts given in this table are the sums which were reported to the International Bureau as bona fide subsidies paid to the steamship companies irrespective of the quantity of mail carried. Other countries—e. g., Germany, Austria, Russia, etc.—pay large subsidies to steamship companies, but the amounts were not reported to the International Bureau.



REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR THE
YEAR ENDED JUNE 30, 1903.



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R E P O R T
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 28, 1903.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1903. The postal subjects within the jurisdiction of this Bureau are—

First. The financial system, involving the receipt and disposal of all moneys coming directly to the Department, the collection of all moneys due the Department, the payment, by warrant or draft, of accounts chargeable against appropriations for the postal service, the designation of depositories for postal funds, and the supervision and instruction of all postmasters relative to the disposition of the postal revenue from whatever source.

Second. The supervision and collection of postal revenue through the issue of stamped paper of all kinds, the keeping of postmasters' accounts, and the redemption of spoiled or damaged stamped paper.

Third. The classification of domestic mail matter, involving the determination of the admissibility of publications to the second class of mail matter, the supervision of those therein, the keeping of the necessary records in connection therewith, and the instruction of postmasters relative thereto.

Fourth. The use of penalty envelopes and the franking privilege.

Fifth. The supervision of proposals and letting of contracts for furnishing the Department with postage stamps and stamp books, stamped envelopes and newspaper wrappers, registered-package, tag, official, and dead-letter envelopes, envelopes for the use of the several Executive Departments, and postal cards.

Sixth. The registry system, involving the supervision of the registered-mail service and the record forms used therein, the establishment and control of all registered-pouch exchanges, and the instruction of all postal officers relative thereto.

DIVISION OF POSTAL FINANCE.

FINANCIAL STATEMENT—POSTAL SERVICE.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—	
Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards	\$123, 511, 549. 70
Second-class postage (pound rate) paid in money	5, 095, 379. 62
Receipts from box rents	3, 065, 675. 06
Letter postage paid in money (made up principally of balances due from foreign administrations)	186, 426. 83
Miscellaneous receipts	58, 105. 94
Fines and penalties	46, 476. 04
Receipts from unclaimed dead letters	20, 921. 81
Total ordinary postal revenue	131, 984, 535. 00
Receipts from money-order business	2, 239, 908. 24
Total receipts from all sources	\$134, 224, 443. 24
Expenditures:	
Actual amount of expenditures for the service of the year ended June 30, 1903 (which includes all the expenditures made on account of the year up to three months after its close) ..	\$138, 491, 466. 27
Expenditures during the year on account of previous years	293, 021. 70
	138, 784, 487. 97
Excess of expenditures over receipts	4, 560, 044. 73

The outstanding liabilities at the close of the year and the cost of transporting the mails over the subsidized Pacific railroads that have not yet settled their bonded accounts with the Government (the latter amounting to \$738,500.72) are not included in the foregoing statement.

The following comparisons with the totals of the preceding year are presented:

Total receipts for 1903	\$134, 224, 443. 24
Total receipts for 1902	121, 848, 047. 26
Increase for 1903	12, 376, 395. 98
Per cent of increase	10. 15
Total expenditures during 1903	138, 784, 487. 97
Total expenditures during 1902	124, 785, 697. 07
Increase for 1903	13, 998, 790. 90
Per cent of increase	11. 2
Total deficiency for 1903	4, 560, 044. 73
Total deficiency for 1902	2, 937, 649. 81
Increase of deficiency for 1903	1, 622, 394. 92
Per cent of increase	55. 2

Detailed statements of postal receipts and expenditures, by items, will be found in Tables Nos. 2, 3, and 4, pages 557 to 563, of this report.

THE DEFICIENCY IN POSTAL REVENUE.

The following figures show the total expenditures for rural free-delivery service during the last three fiscal years, and the deficiency in postal revenue for the same period:

Year.	Total rural free-delivery expenditures during year.	Increase in expenditures on account of rural free-delivery service over preceding year.	Total deficiency in postal revenue during the year.
1901.....	\$1,777,554.61	\$1,357,055.50	\$3,981,520.71
1902.....	3,997,884.74	2,220,830.13	2,961,169.91
1903.....	8,101,928.85	4,104,044.11	4,586,977.16

From the foregoing figures it will be seen that for the past three years the rate of increase in expenditure for the introduction and maintenance of the rural free-delivery service has been more than 100 per cent per year, whereas the normal per cent of increase for the whole service has been approximately 11 per cent. But for this sudden and extraordinary increase in expenditure for a practically new, though necessary, branch of the postal service the deficiency in the postal revenue would, in the usual course of events, by this time have been cut down to a nominal figure—that is to say, the increase alone in expenditures for the rural free-delivery service during the fiscal years ended June 30, 1902 and 1903, was nearly great enough to offset the postal deficiency for those years. In other words, had the rural free-delivery branch been an established service like the other branches of the postal system, and the appropriations for maintaining it been increased only at the normal rate, the postal deficit, by the natural operation of things, would, under the system of administration now prevailing, have been almost, if not entirely, eliminated.

LOSSES BY BURGLARY, FIRE, BAD DEBTS, AND COMPROMISES.

During the year, in cases of loss by burglary and fire where compromises with debtors were found to be necessary, and in others where outstanding debts could not be collected, the Department suffered losses amounting altogether to \$26,932.43, an increase of \$3,412.33 over the corresponding loss suffered last year, or 14.5 per cent.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the General Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue:

For 1899 and prior years.....	\$31,789.48
For 1900 and prior years.....	3,955.50
For 1902.....	750,000.00
For 1903.....	2,000,000.00

Total..... 2,785,744.98

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account during the year shows the following receipts and disbursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1902.....	\$320,698.61
Balance on hand June 30, 1902.....	10,101,519.29
Counter entry of receipt on account of year ended June 30, 1902....	1,500.00
Net balance on hand June 30, 1902.....	10,100,019.29
Deposits:	
On account of postal revenue.....	\$52,648,905.21
On account of grants from the General Treasury.....	2,785,744.98
	55,434,650.19
Total amount received during the year ended June 30, 1903....	65,534,669.48
Amount of warrants paid during the year ended June 30, 1903.....	56,376,167.93
Balance at depositories.....	9,158,501.55
Amount of outstanding warrants June 30, 1903.....	310,713.08
Balance subject to draft June 30, 1903.....	8,847,788.47

Of the \$55,434,650.19 deposited on account of postal revenue, \$27,844.77 came through national-bank depositories. The balance remaining in national-bank depositories at the close of the year was \$7,766.09. Table No. 5, pages 564-565, shows the receipts and disbursements at Treasury depositories during the year compared with those of the previous fiscal year.

The operations of the division of postal finance during the year will appear from the following statement:

The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 147,140, requiring the recording, drawing, and mailing of the same number of warrants. The total amount covered by these warrants was \$56,366,182.40; the number of drafts drawn on account of balances due present and late postmasters was 4,658, amounting to \$146,536.21, making a total amount covered by warrants and drafts of \$56,512,718.61. The number of new contracts for mail service received, examined, and entered in books kept in this division was 5,831, and the number of orders of the Postmaster-General affecting the mail service, entered in ledgers, was 34,353.

As anticipated in my report of last year, there is a decrease in the number of warrants issued during the year ended June 30, 1903, as compared with the number issued during the previous fiscal year. This decrease is due to the payment of rural free-delivery carriers by the postmasters at the largest post-offices in the respective States in which the service was performed instead of by Post-Office Department warrants. During the fiscal year ended June 30, 1900, upward of 10 per cent of the work incident to issuing warrants was on account of rural free-delivery service, while during the fiscal year ended June 30, 1901, 20 per cent of the warrants issued was on that account, an increase of 100 per cent over the preceding year. For the first six months of the fiscal year ended June 30, 1902, the salaries of rural free-delivery carriers were paid by warrants, but for the last six months of that year, and during the entire year ended June 30, 1903, those salaries were paid by postmasters, as above stated.

The act of March 3, 1903, gave the Postmaster-General the same authority to designate any officer of the Post-Office Department above

the grade of fourth-class clerk to sign "collection" and "transfer" drafts in his stead, as had been previously given for the signing of Post-Office Department warrants, and since May 9, 1903, under the provisions of that act, "collection" and "transfer" drafts have been principally signed by the Superintendent of System of Postal Finance, the same as warrants.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 51 designated national-bank depositories, with which accounts are kept, comprehending financial transactions aggregating \$63,064,950.77.

About 12,000 circulars were sent to postmasters containing instructions relative to the deposit of their postal balances.

The number of letters written on the subject of postal finance was 5,763, and the number of cases for investigation of the accounts of present and late postmasters made up and placed in the hands of the Fourth Assistant Postmaster-General (division of post-office inspectors and mail depredations) was 593.

The correspondence of this division during the past fiscal year has increased 27 per cent, and the number of cases made up for investigation by post-office inspectors has increased 128 per cent during the same time.

**FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE
DIVISION OF POSTAL FINANCE DURING THE YEAR.**

The money received from postmasters erroneously remitting to this Office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters and the recovery of postal remittances lost in transit, from stamp collectors and others for the purchase of stamps, stamped envelopes, and for other purposes, and from bills of exchange covering balances due by foreign postal administrations amounted to \$71,608.76, the disposition of which was as follows:

Amount received.....	\$71,608.76
Amount deposited with the Treasurer of the United States at Washington, D. C.....	16,342.74
Amount deposited with the Assistant Treasurer of the United States at New York, N. Y.....	54,441.25
Amount deducted by the Treasurer of United States on account of light-weight gold.....	.06
Amount turned over to the Secretary of the Treasury.....	142.04
Amount turned over to the Treasurer of the United States, Washington, D. C.....	1.00
Amount turned over to the Public Printer.....	.50
Amount turned over to the First Assistant Postmaster-General (division of dead letters).....	.25
Amount turned over to the Third Assistant Postmaster-General (division of registered mails).....	.06
Amount turned over to the Third Assistant Postmaster-General (division of classification of mail matter).....	1.00
Amount turned over to the Fourth Assistant Postmaster-General.....	38.00
Amount turned over to the postmaster at Chicago, Ill.....	20.00
Amount turned over to the postmaster at Washington, D. C.....	60.41
Amount returned to remitters.....	336.58
Amount used in the purchase of stamps, stamped envelopes, and postal cards, which were sent to the persons ordering them.....	226.57
Amount of postage stamps canceled (conscience).....	.30
Total.....	71,608.76

The amount of balances due the United States from foreign countries received in the division of postal finance during the year was \$54,170.05. The amount of balances due foreign countries from the United States remitted through the division of postal finance during the year was \$191,700.50.

DEAD-LETTER FUND.

The money taken from dead letters, for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the dead-letter office aggregated \$20,961.49, which was delivered to the division of postal finance and disposed of as follows:

Amount received.....	\$20,961.49
Amount in current funds deposited in the Treasury at Washington, D. C.	20,551.78
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York, N. Y., and deposited with the assistant treasurer at New York, N. Y.....	370.03
Total amount deposited.....	20,921.81
Amount of loss sustained in the sale of uncurrent funds, from counterfeits and from mutilated minor coin, and deductions on account of light-weight gold.....	14.00
Amount returned to the dead-letter office	25.68
Total	20,961.49

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE POSTAL SERVICE COMING UNDER THE THIRD ASSISTANT POSTMASTER-GENERAL.

The specific appropriations for the postal service coming under the control of this Office during the year (see Table No. 2) amounted to \$1,578,000, and the expenditures out of these appropriations to \$1,459,536.90, leaving an unexpended balance of \$118,463.10. There is an unexpended balance in each item of the appropriations.

The estimates of appropriations for the service coming under control of this Office during the coming fiscal year ending June 30, 1905, amount to \$1,850,000, which is an increase of \$243,000 over the year ending June 30, 1904. This excess is on account of the estimated increase in the cost of manufacture of postage stamps, stamped envelopes, and postal cards, and registered package, tag, official, and dead-letter envelopes. Details of these estimates will be found in statement No. 1, on page 554 of this report.

DIVISION OF POSTAGE STAMP SUPPLIES.

The total number of pieces of stamped paper issued to postmasters during the fiscal year was 7,024,902,795, value \$129,331,880.61, an increase over the previous year of 970,539,942 pieces, or 16.03 per cent, and of \$16,737,259.89, or 14.87 per cent, in value. To these stamp supplies should be added 9,829,240 stamp books, the selling price of which over the value of the stamps contained therein was \$98,292.40, making the total number of pieces of stamped paper and stamp books issued to postmasters 7,034,732,035, value \$129,430,173.01, an increase over last year of 973,275,908 articles, or 16.05 per cent, and of \$16,764,619.55, or 14.88 per cent.

In detail these issues and their comparative volume and value with those of the previous year are shown in tables 6, 7, and 8, pages 565, 566, and 567, in this report.

ORDINARY AND SPECIAL-REQUEST STAMPED ENVELOPES.

Of the 948,654,000 stamped envelopes issued, 332,051,000, or 35.01 per cent, were "ordinary," and 616,603,000, or 64.99 per cent, were "special-request" with printed return cards.

All of the special-request and 239,401,000, or 72.09 per cent of the ordinary stamped envelopes were issued to postmasters from the main agency at Hartford, Conn.; 92,650,000, or 27.91 per cent of the ordinary envelopes, were issued from the subagency at St. Louis, Mo.

VALUE OF STAMPED ENVELOPES OVER COST.

The gross selling value of stamped envelopes and newspaper wrappers issued to postmasters was \$18,831,227.21, and their postage value was \$17,751,852.50, leaving \$1,079,374.71 to defray the cost of manufacture and distribution. The contract cost, with \$64.20 deducted for misprints, was \$718,182.22, leaving \$361,192.49 to defray the cost of distribution, in contrast to \$460,340.26 for the previous year. The decrease in the amount for cost of distribution is due to the greater cost of manufacture of envelopes under the new contract which took effect January 1, 1903.

OFFICIAL AND REGISTERED-PACKAGE ENVELOPES.

The total number of official and registered-package envelopes issued during the year was 122,615,500, an increase of 18,494,427, or 17.7 per cent, over last year; contract cost, \$150,754.82. Of the number issued 25,915,450 were registered-package and tag envelopes, and the remaining 96,700,050 were penalty envelopes used for carrying communications for the postal service.

BOOKS OF STAMPS.

There were issued during the year 9,829,240 stamp books, an increase of 2,735,966, or 38.58 per cent, over the previous year. Deducting the cost of manufacture, \$30,293.82, from the selling price over the value of the stamps contained in these books, \$98,292.40, the net profit to the Department in their sale is found to be \$67,998.58.

The following is a comparative statement showing the increase in the demand for stamp books and the profit to the Department over cost of manufacture yearly since the books were first introduced in 1900:

Year.	Stamp books issued.	Value.	Profit over cost of manufacture.	Rate of increase in number issued.
1900	2,263,040	\$830,648.48	\$14,790.54	.....
1901	4,698,423	1,735,692.15	24,952.89	107.61
1902	7,098,274	2,560,302.50	43,402.92	50.97
1903	9,829,240	3,498,386.80	67,998.58	38.58

FREIGHT SHIPMENTS.

In addition to the envelopes furnished postmasters by mail, 18 carloads were shipped by freight to the larger cities, and 44 carloads were shipped during the year to the St. Louis subagency for distribution to postmasters by mail, making a total of 62 carloads dispatched, containing 155,329,000 envelopes, which weighed 1,518,900 pounds.

In addition to the postal cards issued by mail, 54 carloads were shipped by freight from the manufactory to postmasters during the year. The number of carloads shipped from the manufactory to the four distributing subagencies was 102, making a total of 156 cars shipped, containing 786,350,000 cards, which weighed 5,852,148 pounds. These freight shipments relieve the postal service of the transportation of the cards and envelopes, which would otherwise be shipped by registered mail.

REQUISITIONS FILLED.

The number of requisitions filled during the past year, compared with the number filled during the year ended June 30, 1902, is as follows:

	1902.	1903.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	207,089	211,467	4,378		2.11
Pan-American	4,826			4,826	100.00
Stamp books	33,523	39,839	6,316		18.83
Postage-due	18,460	18,340		120	.65
Envelopes:					
Ordinary stamped	88,125	84,552		3,573	4.05
Special-request	303,520	342,149	38,629		12.72
Official and registered-package	147,321	107,781		39,540	3.66
Postal cards	77,809	88,610	10,801		13.88
Total	880,673	892,738	12,065		1.25

ISSUE OF POSTAL CARDS.

The number of postal cards issued to postmasters during the year from the agency at the point of manufacture and from the several distributing subagencies is as follows:

Kind.	Main agency at manu- factory.	Troy sub- agency.	Cincinnati subagency.	St. Louis sub- agency.	Washington subagency.	Total.
A, 1-cent			62,000	82,000	40,000	184,000
D, 1-cent double	2,602,500	2,998,250	2,257,000	2,693,500	2,673,750	13,225,000
E, 2-cent		383,200	175,150	300,950	145,650	1,004,950
F, 2-cent double		5,000	6,500	2,500	1,500	15,500
H, 1-cent		3,120,000	1,731,500	7,204,500	3,824,000	15,880,000
K, 1-cent		507,500	507,500	742,000	466,000	2,223,000
McKinley, 1-cent	274,211,500	96,868,000	120,359,000	135,465,000	111,222,000	738,125,500
Total	276,814,000	108,881,950	125,098,650	146,490,450	118,372,900	770,657,950

The issue of postal cards as shown by the foregoing table is 40.83 per cent above that of the preceding year. This large increase is due to the fact that no cards were manufactured during two months of the previous fiscal year pending the starting of the new factory in Maine. During the suspension of manufacturing postmasters' requisitions were

reduced by the Department, and stocks on hand at post-offices throughout the country were so diminished that an exceedingly large issue was required during the fiscal year 1903 to replenish them.

STAMPED PAPER FURNISHED THE PHILIPPINES.

An itemized statement of stamp supplies furnished the bureau of posts of the Philippines during the fiscal year ended June 30, 1903, is given below:

Denomination.	Ordinary stamps overprinted (including 2-cent stamps in books).	Stamped envelopes and newspaper wrappers.
1-cent.....	3,000,000	202,500
2-cent.....	2,214,560	100,500
5-cent.....	260,000	10,000
15-cent.....	50,000	.....
50-cent.....	50,000	.....
1-dollar.....	2,000	.....
2-dollar.....	1,000	.....
5-dollar.....	600	.....
Total.....	5,568,160	313,000

Of the 2,214,560 overprinted 2-cent stamps furnished the bureau of posts of the Philippines, 214,560 were in book form, as follows: 162,000 in books of 12 stamps each and 52,560 in books of 48 stamps each, a total of 14,595 books.

Of the 313,000 overprinted envelopes furnished the bureau of posts of the Philippines, 310,000 were "ordinary" and 3,000 "special-request," bearing the printed return card of the purchaser.

Requisitions for these supplies are made by the director of the bureau of posts on this office, which orders them from the Department's contractors, who furnish the supplies at the prices fixed by their contracts with this Department. The cost of manufacture is paid by the bureau of posts of the Philippines, the invoices and payments, in addition to the requisitions, being transmitted through this office. In the case of postage stamps and postal cards the bureau of posts also pays the extra cost for overprinting the word "Philippines" on the stock, but no extra charge is made for this item in connection with stamped envelopes furnished.

NEW SERIES OF POSTAGE STAMPS.

During the year a new series of postage stamps, known as the 1902 series, has been issued to replace the series of 1894. After the new 2-cent stamp was issued it was decided that a more artistic design could be made, and the Bureau of Engraving and Printing was requested to prepare one. This improved design was first issued to postmasters November 12, 1903.

The name of the person whose portrait is presented appears on each stamp, and the years of birth and death. The words "Series 1902" appear in small type upon each of the stamps, with the legend "United States of America," "Postage," and the denomination in words in bold-faced white letters as well as in Arabic numerals. Briefly, the series is made up as follows:

Denomination.	Subject.	Color.	Facing.	Issued.
1-cent.....	Franklin.....	Green.....	† right.....	Feb. 3, 1903
2-cent.....	Washington.....	Red.....	† left.....	Jan. 17, 1903
2-cent (revised design).....	do.....	do.....	do.....	Nov. 12, 1903
3-cent.....	Jackson.....	Purple.....	† right.....	Feb. 11, 1903
4-cent.....	Grant.....	Brown.....	do.....	Feb. 10, 1903
5-cent.....	Lincoln.....	Blue.....	do.....	Jan. 20, 1903
6-cent.....	Garfield.....	Magenta.....	† right.....	Feb. 20, 1903
8-cent.....	Martha Washington.....	Dark lilac.....	Slightly left.....	Dec. 6, 1902
10-cent.....	Webster.....	Light brown.....	† right.....	Feb. 5, 1903
10-cent (special delivery).....	Boy on bicycle.....	Light blue.....	Right.....	Dec. 9, 1902
13-cent.....	Harrison.....	Dark slate.....	† left.....	Nov. 18, 1902
15-cent.....	Clay.....	Olive.....	Slightly left.....	May 27, 1903
50-cent.....	Jefferson.....	Orange.....	Slightly right.....	Mar. 23, 1903
\$1.....	Farragut.....	Black.....	† left.....	June 5, 1903
\$2.....	Madison.....	Steel blue.....	† right.....	Do.
\$5.....	Marshall.....	Dark green.....	Slightly right.....	Do.

FURTHER DESCRIPTION OF THE 1902 SERIES.

One-cent.—On each side is a child's figure, nude, except for flowing drapery about the loins, standing in air and holding aloft in the upper corners of the stamp an electric-light bulb.

Two-cent.—The portrait of Washington, by Stuart, is in an elliptical opening nine-sixteenths of an inch axis, on each side of which a United States flag falls; the arabic numeral 2 appears in the lower corners in scroll and leaf surroundings.

Two-cent (revised design).—The Stuart portrait of Washington is employed as the subject, but the head is larger than in the first 2-cent stamp of the 1902 series. The opening is an oblong on end, the top line curving upward; the background is a United States shield; the numeral 2 on the lower left side of the portrait is surrounded by a laurel wreath; that on the right side by an oak wreath.

Three-cent.—The portrait of Jackson, whose shoulders are cloaked, has on each side the upper half a bearded man with naked front. The waist is encircled by a belt with a shield-shaped buckle. One arm is bent above the head and the other forearm flexed upward from the elbow, the hands supporting a robe over his head, back, and sides. The portrait opening is formed by the sides of these figures, and the numerals of value cover the lower limbs of the figure; an arched line above and a straight horizontal line below.

Four-cent.—The distinctive features of the border are eagles' heads looking outward in the upper corners, with a well-defined arch, including perpendicular haunches extending slightly below the half circle, as the inclosing line of the portrait. Wreathes of oak leaves surround the numerals near the lower corners, and above each of these numerals are two small flags whose staffs lean outward.

Five-cent.—Female figures full robed, except the arms, are resting against the portrait line, and crossing wands of palm over the vignette, with flags floating behind their heads. The numerals are in the lower corners.

Six-cent.—The border of this stamp is architectural, consisting, as a main feature, of a fluted pilaster on each side, midway of which is a fancy tablet bearing the numeral 6.

Eight-cent.—The vignette inclosing line, bearing the words "United States of America" on the upper half, is bordered by a laurel wreath on the sides, leaving an unconnected space above, which is filled with the words "Series 1902." The face is after the painting by Stuart.

Ten-cent.—The ornamental frame consists principally of lateral fasces with battle-axes projecting from their tops, edges outward.

Ten-cent (special delivery).—At each side is a fluted pillar supporting a tablet upon which are the words, "United States of America." A messenger boy riding a bicycle toward the right appears on the left end, and the words "Special delivery," "Secures immediate delivery at any United States post-office," are across the face of the stamp. The numerals 10 are in the lower corners in foliated spaces.

Thirteen-cent.—Resting on each side of the upper half of the elliptical opening for the portrait is a seminude female figure, the lower limbs being draped. That on the right holds a mallet in her right hand, while the left rests on a carved head. That on the left supports with her right hand a book resting on her knee, and the left pushes back the mantle covering her head. The bases supporting these figures and partly hidden columns carry the numerals 13.

Fifteen-cent.—The border consists essentially of portions of an oak wreath showing on the sides, and outside of that appears a short bead line on each side curved with the wreath.

Fifty-cent.—The upper corners between the frame of the stamp and the ellipse (which is broken at the bottom by a straight horizontal line) surrounding the vignette, are filled by foliate ornaments. Perched eagles with their beaks outward fill the lower corners; upon these are placed the denomination numerals 50. The original painting of Jefferson is by Gilbert Stuart.

\$1.—The superior border line of the portrait is a half circle. The denomination numerals and the dollar sign appear in the upper corners. A marine holding a musket sits in the lower left-hand corner and a sailor supporting a boat hook in the right.

\$2.—The portrait is after the painting by Gilbert Stuart, and looks from a circular opening. The border is noticeable from the sprays of palm on the sides, the stems extending behind and below a sharp-pointed shield on each lower corner, upon which the denomination in an arabic numeral is placed.

\$5.—The vignette is inclosed above by a line describing a half ellipse cut through its lower minor axis. Architectural design predominates in the border; fluted columns form the sides, and on either end of the entablature, immediately above the pillars upon which it rests, are the mythological heads of Liberty and Justice facing each other on the left and right, respectively. The numerals are on scrolled backgrounds near the lower corners.

NEW CONTRACT FOR STAMPED ENVELOPES.

A contract for furnishing the Department with stamped envelopes and newspaper wrappers for the four years beginning January 1, 1903, was executed with the Hartford Manufacturing Company, Hartford, Conn., the lowest bidder. The cost prices were somewhat higher than those of the preceding contract.

Two new envelopes (a No. 6 1-cent ungummed white, made after the second-quality formula, and a No. 8 1-cent ungummed first quality) and two newspaper wrappers (2-cent, size 8 by 12 inches, and 4-cent, 10 by 15 inches) were added to the schedule, while the 5½ by 10½ inch 2-cent wrapper was discontinued.

In the new price schedule under this contract the selling price of the

No. 6 1-cent ungummed manila envelope was reduced from \$11 to \$10.68 per thousand, and the 1-cent newspaper wrapper from \$11 to \$10.60; the prices of the new items in the schedule were fixed at \$11.08 per thousand for the No. 6 1-cent white, \$11.80 for the No. 8 1-cent, \$21.40 for the 2-cent wrapper, and \$42 for the 4-cent wrapper. The prices of the other envelopes remain the same as in the 1899 schedule.

NEW DESIGNS OF STAMPS EMBOSSED ON STAMPED ENVELOPES.

The stamps of the four denominations embossed on the previous series under the 1899 contract were all of a uniform size and shape (an ellipse standing on end), but each denomination of the new 1903 series is of a distinctive geometrical figure, as shown by the following description:

Denomination.	Subject.	Color.	Shape.
1-cent.....	Franklin facing left.....	Green	Circle.....
2-cent.....	Washington facing left.....	Red.....	Oblong with rounded corners, standing on end.
4-cent.....	Grant facing left.....	Brown.....	Square with rounded corners.
5-cent.....	Lincoln facing left.....	Blue.....	Ellipse lying lengthwise.

DIVISION OF REDEMPTION OF STAMPED PAPER.

Claims for redemption of stamped paper received from postmasters during the year and their disposal are as follows:

	Regular.	Discount.	Total.
Claims presented.....	18,659	7,667	26,326
Claims allowed.....	18,252	7,667	25,919
Claims rejected.....	407		407
Value of redemptions.....	\$604,207.71	\$7,811.25	\$612,018.96
Increase of regular cases.....			5,500
Increase in value of regular cases.....			\$202,891.38

Besides the extra-discount credit this report includes the redemption of all the 2-cent wrappers under the old schedule of prices, and ordered to be returned for destruction and credit from 2,443 post-offices, amounting to \$71,507.10; also 9,512,332 spoiled postal cards, amounting to \$71,342.50, the redemption of which at 75 per cent of their face value was authorized August 1, 1902, and will continue indefinitely.

During the year it was necessary to instruct 2,147 postmasters as to the proper manner of signing letters of transmittal of stamp supplies for redemption, and 1,268 postmasters as to the redemption of stock of all kinds.

One thousand one hundred and thirty-nine firms and individuals were instructed that stock was not redeemable from them.

The number of registered packages of rejected stock returned to postmasters and individuals was 1,056.

DIVISION OF THE CLASSIFICATION OF MAIL MATTER.

The number of original cases received and treated in this division during the year was 15,178, of which 11,674 were "new" and 3,504 "reopened" cases.

Of the cases considered and acted upon, it is estimated that 5,061 related to mail matter of the first, third, and fourth classes, penalty envelopes, and the franking privilege. Deducting these from the total number of cases received, leaves 10,117 cases relating to mail matter of the second class.

The applications for admission of publications to the second class of mail matter favorably considered numbered 3,850, a decrease of 722 from the previous year. Of these, 2,433 were shown by the serial number to be in the first year of issue and are regarded as new, while the remainder (1,417) were old—reentered by reason of change of name, office of publication, periods of issue, or other cause. Entry was denied 1,713 publications, an increase of 32 over the previous year. The total number of applications acted upon was 5,563, a decrease of 690 from the previous year.

The total number of publications passed upon and their status determined was 5,679, a decrease of 1,084 from the previous year.

The correspondence of the division amounted to 24,624 letters and 51,396 circulars, an increase of 7,056 letters and 13,382 circulars. Of the circulars 28,143 pertained to the auditing of 38,352 postmasters' quarterly statements of pound-rate postage collected.

WEIGHT, ETC., OF SECOND-CLASS MATTER MAILED AT THE POUND RATE AND FREE OF POSTAGE.

The number of pounds of second-class matter mailed, upon which postage at the cent-a-pound rate was paid, was 509,537,962, creating a revenue of \$5,095,379.62—an increase of 55,385,603 pounds in weight, and \$553,856.03 in postage collected at the pound rate—an increase of 12.195 per cent over the previous year.

The number of pounds of second-class matter mailed free of postage within the county of publication during the fiscal year was 36,305,884 pounds, an increase during the year of 2,211,340 pounds, or 6.48 per cent, and this represents 6.65 per cent of the entire amount of second-class matter mailed during the year in the United States.

The aggregate amount of second-class matter mailed at the pound rate and free of postage during the year was 545,843,846 pounds, or 272,921.92 tons, an increase of 57,596,943 pounds over the previous year.

The number of post-offices at which second-class matter was mailed at the pound rate was 9,588, an increase over the previous year of 162.

MAILINGS OF SECOND-CLASS MATTER AT THE LARGER OFFICES.

Table No. 9, page 568, gives the 45 principal offices of the United States, and the mailings of matter of the second class, the pound rate of postage collected thereon, and the percentages of increase or decrease, as compared with the year 1902.

These offices show a net increase of 45,402,889 pounds, or 12.127 per cent, as against 5.416 per cent in 1902.

There was a decrease at only one office, that of Utica, N. Y., and the amount of the decrease was 26,480 pounds, or 2.603 per cent.

It appears from the statement in Table No. 9 that New York City and Chicago, Ill., collected 33.38 per cent of the entire amount of pound-rate postage collected in the United States, as against 35.26

per cent in the previous year; and that the 5 offices—New York, Chicago, St. Louis, Philadelphia, and Boston—mailed 48.31 per cent, as against 49.68 per cent for the previous year, and that the 45 offices mailed 82.38 per cent, as against 82.43 per cent mailed the previous year.

COLLECTIONS OF THIRD-CLASS POSTAGE ON MATTER IMPROPERLY MAILED
AT SECOND-CLASS RATES.

Under section 441 of the Postal Laws and Regulations it is required that when a publisher applies for entry of a publication to the second class of mail matter he shall while the case is pending deposit with the postmaster, in trust, a sum of money sufficient to cover the third-class rate on the copies mailed. The purpose of this is to guard the Government against loss in case the publication should be determined to be matter of the third and not of the second class.

Under this provision the receipts of third-class postage upon publications which were determined to be matter of the third and not of the second class amounted to \$42,761.25, an increase of \$14,565.36, or 61.66 per cent over the previous year.

ABUSES—SECOND CLASS OF MAIL MATTER.

As previously shown, the number of pounds of matter of this class mailed during the fiscal year was 545,843,846. This is an increase over the previous year of 2,211,340 pounds. No estimate is made as to the proportion of second-class mail matter to the whole of the mail matter like that shown in the report for the last fiscal year; a lack of time compelled the omission.

The abuses of this class of mail matter have been discussed and defined in many previous reports. Under date of July 17, 1901, after much deliberation and after the abuses of this class had been a scandal to the postal service for many years, it was determined to undertake a reform, through a proper and rational interpretation of the statute, which should be as thorough as possible and yet free from interference with legitimate newspapers and periodicals in the rights accorded them by law. Since that date the Department has moved steadily forward toward accomplishment of the desired end. The following results may be regarded as definitely attained and substantially established:

First.—All publications which are in fact books and not “periodical publications” have been relegated to the third class, as the statute intends, under the rule that the law may not be cheated by mere device or gloss of words.

Second.—The news agents’ “return privilege”—that is to say, the privilege of mailing at the pound rate dead or unsold matter back to the point from which it was originally shipped, to be returned to the publisher—has been stopped.

Third.—A limit properly justified by the statute has been put upon the sample-copy privilege, the effect of which is to cure in the main the so-called sample-copy abuse.

Fourth.—Alleged “newspapers” and “periodicals,” issued by certain private schools, academies, and other educational enterprises, usually with an advertising purpose, and claiming the benefit of the

law according the second-class mailing privileges to publications of "regularly incorporated institutions of learning," have been eliminated from that class and placed in the third class of mail matter, as contemplated by law.

Fifth.—Rulings have been made and sustained under the act of March 3, 1879, which tend to correct the great evil by which many advertising sheets, contrary to the express prohibition of the statute, both gain and maintain the second-class mailing privilege by having advertisers or other interested parties contract for a bulk number of copies of several or many issues to be sent to persons designated by them. Such pretended subscriptions made in bulk were formerly classed as regular in making up what the statute requires—"a legitimate list of subscribers."

The first three reforms above mentioned may be said to have been completely accomplished. There has been a contest in the courts on the first item. The Department lost in the lower court, but in the court of appeals it won. The unanimous decision of the higher court, in judicially construing the act of March 3, 1879, has firmly established the principle upon which the reform is based—that is to say, it has established that a periodical publication may not be created by mere formal compliance with a few external requirements of the statute. To quote from the syllabus of the opinion of the court:

The second class of mailable matter does not include books, whether issued separately or in consecutive numbers and as parts of a so-called "series."

The terms "periodical" and "periodical publication," as used in the act of March 3, 1879, are synonymous, and used in their obvious and natural sense, and denote the well-recognized and generally understood class of publications commonly called by the name of "periodical."

The provisions of section 14, act of March 3, 1879, are not descriptive of the kind of publication which is to be admitted to the class of periodical publications provided for by sections 7 and 10 of said act, but they are express limitations added to the description in those sections.

The provisions of section 14 are not to be taken to determine what is a periodical publication, but to ascertain whether, being such a publication as is contemplated by section 10, it also answers the additional conditions there imposed.

The mere fact that publications comply with the conditions of section 14, act of March 3, 1879, in that they are regularly issued from a known office of publication, at stated intervals, as frequently as four times a year, bear a date of issue, are numbered consecutively, and are formed of printed paper sheets without board, cloth, leather, or other substantial binding such as distinguish printed books for preservation from periodical publications, and consist of literature, does not constitute such publications "periodical publications" within the meaning of the law.

The term "devoted to literature," as used in the act of March 3, 1879, is not applicable to the several numbers of a so-called series or library, each one of which is a complete and independent work. While each of such numbers may constitute literature in itself, they are not accurately defined as "devoted to literature."

(NOTE: Sec. 14, act of March 3, 1879, is sec. 428, P. L. & R.; sec. 10 is sec. 427, P. L. & R.; sec. 7 is sec. 410, P. L. & R.)

This case has been appealed to the United States Supreme Court, and of course there is a possibility that the decision of the court of appeals may be reversed, but until reversed it is the law governing the Department's action.

The second reform above mentioned was not contested in the courts. The manifest propriety of the Department's interpretation of the law appears to be accepted without extraordinary protest.

The third reform above mentioned consisted in holding merely that sample copies must bear a reasonable proportion to the whole number of copies circulated, which proportion if regularly exceeded would

indicate that the so-called samples were not samples, but in fact the material part of the circulation. The limit of sample copies fixed by the Department which can be mailed at the pound rate with any one issue is 100 per cent upon the "legitimate list of subscribers;" that is to say one sample copy for each "legitimate" subscriber's copy. This is regarded by publishers of *bona fide* publications generally as a singularly liberal construction. Practically, it is held that a publication which regularly distributes more free copies than copies to legitimate subscribers is obviously primarily (chiefly) designed for free circulation, within the meaning of the law, even though the excess over those allowed at the pound rate be distributed by private carrier or at a higher postage rate.

The fourth reform above mentioned is that of eliminating from the second-class printed matter of private schools, colleges, and other educational enterprises generally, of an advertising character, which had gained the privileges of the second-class under the construction that such institutions came within the law providing such privileges for "regularly incorporated institutions of learning." It appeared formerly to be merely necessary to use the device of "incorporation" to secure this privilege, while it is held now that the act granted this extraordinary privilege to only institutions organized for the benefit of the public and not for private gain. This ruling was judicially contested by an "incorporated" educational institution organized for private gain. The Department was sustained in its contention both in the lower court and in the court of appeals. I quote from the unanimous opinion of the court of appeals in this case:

But we are so clearly of the opinion that the Postmaster-General was right in his construction of the act of Congress, and that the relator is not a regularly incorporated institution of learning within the sense and meaning of the law, that it is wholly unnecessary for us to consider the second question.

The court further stated in the same opinion:

The lower education, when it is not given by the State or through some public agency, or by some religious organization as a matter of benevolence, is usually left to individuals to be conducted as a business, while instruction in the higher branches of human knowledge is generally disseminated through those institutions of learning, popularly known as such, which owe their origin to private or public munificence and are established solely for the public good and not for private gain. That in this popular and ordinary sense the expression "institutions of learning," used in the act of Congress of July 16, 1894, is to be understood we think admits of no reasonable doubt. All the other organizations mentioned in the act to which the benefit of classification in the category of second-class mail matter is extended are of a charitable, fraternal, or benevolent character, and none of them are conducted for individual gain.

The relator's organization is conducted exclusively for individual gain. It may rebound also to the public benefit. All education may be presumed to be for the public benefit and the good of state—but so is the business of the baker, and the grocery store, and the farmer, and the manufacturer—and we fail to see why the man who betakes himself to teaching as an occupation should be privileged over and above the baker and the farmer and the manufacturer to send his periodical through the mails as second-class matter.

This case has not been appealed to the United States Supreme Court.

The fifth reform above mentioned presents the most important administrative difficulties, and the cases involving the correctness of the Department's ruling have not yet been settled. No doubt this evil exists in a great degree unknown to the Department, and by it many newspapers and periodicals maintain the second-class mailing privilege contrary to the prohibition of the statute against publications

"designed primarily for advertising purposes, or for free circulation, or circulation at nominal rates."

In addition to the foregoing, much progress has been made in correcting the practice of giving so-called "premiums" to subscribers, by which means many newspapers and periodicals are, in effect, given away, contrary to the prohibition of the statute against free circulation. There are many instances where more than the value of the subscription price is returned in merchandise to the alleged subscriber, rendering the circulation free or at a nominal rate, and the conclusion is obvious that the publication exists primarily for advertising purposes.

A vast amount of work remains to be accomplished in the direction of curing the abuses of the second-class mailing privileges, especially in the cases of publications which exist for advertising purposes; but I am pleased to be able to report to you the substantial accomplishments above recorded.

There has been much litigation so far, and upward of thirty publications are still involved in court proceedings, and on the result of these cases a great part of the reform depends. The cases decided by the court of appeals favorably to the Department are believed to be controlling in principle upon the cases in the lower courts. Among the six cases which have already been decided by the Court of Appeals two of them were adverse to the Department and four of them in its favor. The two decided adversely involved practically the same questions, viz, that of the compliance by railway guides and railway directories with the terms of the regulation of July 17, 1901, requiring periodical publications to consist of "current news or miscellaneous literary matter, or both."

One of the four cases decided in the Department's favor involves the controversy as to what constitutes a "regularly incorporated institution of learning," the details of which have already been given. Two of the four cases involve phases of the long-standing "book" abuse. The effect of the court's decision in these cases has already been discussed. The remaining case involves, in a broad way, the nature of the function exercised by the Postmaster-General through the Third Assistant Postmaster-General in passing upon applications made for the benefit of the second-class mailing privilege.

In this last-mentioned case the court of appeals, in reversing the action of the lower court, expresses itself as follows:

The facts of this particular case illustrates the danger of granting relief by way of mandatory injunction, as has been done in this case. By the terms of the final decree the complainant is declared "entitled to have its publication entered, received, and transmitted through the mails as matter of the second class, and the Postmaster-General is perpetually restrained from denying to the complainant the receipt, entry, and transmission through the mails of its publication entitled 'Masters in Music' as mailable matter of the second class * * * and also from refusing to receive said publication and transmit the same," etc. No matter, then, what may be the particular contents of future numbers of the *Masters in Music*, the Postmaster-General is bound to receive and transport them as second-class mail matter as long as they retain a paper cover and bear the title of the first number issued.

The effect of this decision is to establish the doctrine that the admission of matter to the second-class mailing privilege is a continuous function which is not exhausted by the mere act of original entry upon the facts as then appearing. In line with this is the decision of the same court in others of the cases mentioned, setting aside the contem-

tion that the Department is controlled in the current transmission of periodicals at the second-class rate by its prior action in admitting them. Speaking of the Postmaster-General and other heads of Executive Departments, the Court of Appeals said "they have the right to reverse a practice, even long continued, when clearly convinced that it is founded upon an incorrect interpretation of the law." Had the contrary contention prevailed, the entire reform would necessarily have failed.

The great importance of the reform of the abuses of the second-class mailing privileges impressed me, as you are aware, that the Department should be provided with special counsel for conducting its cases before the courts. With your approval, therefore, I brought that matter before the Appropriation Committee in the last Congress and secured a special appropriation of \$25,000 for that purpose. Upon your recommendation, under the provisions of the act, the Attorney-General engaged for this Department Mr. John G. Johnson, of Philadelphia, and Mr. Henry H. Glassie, of Washington, D. C., as special counsel. While there are still many cases pending and the work of the counsel is yet incomplete, I am glad to be able to report to you that their services to date have proven the wisdom of securing the special appropriation and the engagement of those very gentlemen on behalf of the Department.

As a member of Congress has expressed it to me, the accomplishments to date of the special counsel for this Department are worth to the Government many times the entire appropriation for their services. In this opinion I concur.

From the foregoing it will be clear to you that the reform of the abuses of the second-class mailing privileges is moving steadily forward. True it is that the progress of the work has been considerably impeded by the action of the parties taking their cases into court; but there has been no real cessation. It is expected that within the next few months the court proceedings will be practically ended and the way then opened to complete the reform. It should be understood, however, that it is a slow and difficult procedure. Under the law each publisher must have his opportunity to be heard before action can be taken, and the processes by which he endeavors to stay the Department are manifold and complex, yet all claims and representations must be fairly considered in order to avoid injustice in the least degree. I estimate that the work of carrying the reform to a proper completion will occupy another two years.

CONSOLIDATION OF THIRD AND FOURTH CLASS MATTER.

In my last report I explained the difficulty of differentiating between third and fourth class matter, and how irritating and vexatious the questions which arise through the necessity of maintaining these two classes are to the public. Without repeating the argument on this point, I again recommend that Congress be asked, in the interest of efficient postal service, to consolidate the third and fourth classes of mail matter and fix the rate of postage at 1 cent for each 2 ounces or fraction thereof. The effect upon the revenues would be immaterial, while the service would be greatly simplified and advanced, both to the public and to the Department.

THE PAYMENT OF POSTAGE IN MONEY ON MAILINGS OF IDENTICAL
PIECES OF THIRD AND FOURTH CLASS MATTER.

The recommendation in my last annual report that Congress be asked to authorize the Postmaster-General to accept, under suitable regulations, the mailings of large quantities of identical pieces of printed matter and small articles of merchandise without the necessity of affixing postage stamps to the individual pieces, was favorably considered by the House of Representatives and passed that body as a rider on the Post-Office appropriation bill. That provision, however, was eliminated when the bill passed the Senate. It is my opinion that the failure of the measure in the Senate was due to a misapprehension to the effect that it amounted to a reduction of postage rates on those classes of matter when so mailed. This is erroneous. The provision contemplated that the rate should remain exactly the same.

I now renew my recommendation of last year that Congress be asked to authorize such a provision. Suitable regulations can be framed which will assure to the Government the proper collection and safe accounting for the full revenue under such authority. The business interests, I believe, demand such a concession. A great economy will be effected. The Department will save the expense of manufacturing stamps, the sale of them to the public, and the labor of canceling them on the individual pieces in the post-offices when mailed. On the other side, the public will save the labor of buying and attaching postage stamps to individual pieces.

REMITTANCES OF MONEY IN THE MAILS.

The practice of the public of using postage stamps for remittances in the mails has grown to enormous proportions. The result is that the Department loses heavily in several ways, but especially because the sales of stamps by postmasters, for that purpose, at the smaller post-offices increases their compensation wrongfully, and imposes upon post-offices in the large cities to which such remittances are generally made, the labor of handling vast quantities of matter the revenues from which are derived by the selling post-offices. It encourages trafficking in postage stamps and this encourages the robbery of post-offices. Many plans have been proposed for obviating this evil, but none which have come to my attention and into which I have examined equal in simplicity, effectiveness, and efficiency the "post-check" proposition. With such a simple and safe means of making remittances, merchants would soon be compelled to refuse postage stamps as currency; and they would then lose their value for that purpose. I recommend this subject to your favorable consideration, and trust that you may deem it proper to ask that this system of transmitting money in the mails be authorized at least in an experimental way.

NUMBER OF PIECES OF MATTER MAILED DURING THE YEAR.

The following table shows the estimated number of pieces of matter of the several classes mailed throughout this country and to foreign countries during the year:

First-class matter:	Number of pieces.
Paid	4, 109, 700, 174
On official business, free	153, 233, 503
Total paid and free	4, 262, 933, 677
Postal cards	770, 657, 590

Second-class matter:	Number of pieces.
Mailed at the pound rate	2, 089, 105, 644
Mailed free within county of publication	363, 058, 840
Mailed for local delivery by carriers, with stamps affixed	27, 158, 373
Transient second-class matter	136, 362, 757
Total second-class matter	<u>2, 615, 685, 614</u>
Third-class matter:	
Books, pamphlets, circulars, and miscellaneous printed matter ..	<u>1, 053, 637, 057</u>
Fourth-class matter:	
Merchandise, etc. (including seeds, scions, bulbs, etc., at third-class rate)	<u>93, 380, 005</u>
Matter to foreign countries:	
First-class matter	60, 001, 332
All other matter	31, 171, 413
Total to foreign countries	<u>91, 172, 745</u>
Grand total	<u>8, 887, 467, 048</u>

NOTE.—The above estimate of first-class matter (except postal cards), second and third class matter, and matter to foreign countries is based upon the count and weighing of 1890 (Postmaster-General's report for 1890, pp. 51-52), increased at the rate per cent of increase of revenue from the sale of postage stamps and other stamped paper (120.9 per cent).

The number of pieces of second-class matter mailed at the pound rate, and free in the counties of publication, is based upon the actual weight of such matter mailed during the year, increased at the estimated number of pieces per pound (4.1 for the former and 10 for the latter) shown by the count and weighing of 1890.

The number of newspapers and periodicals mailed for local delivery by carriers, with stamps affixed, is estimated upon the ratio of the weight of that matter to the weight of second-class matter paid at the pound rate (1.3 per cent) shown by the count and weighing of 1890.

The number of pieces of transient second-class matter is estimated upon the ratio of the weight of that matter to all other second-class matter (5.5 per cent) shown by the count and weighing of 1890.

DIVISION OF FILES AND RECORDS.

The total number of letters and parcels received, opened, and examined in this division during the year was 2,073,300. Of these letters and parcels, 454 contained money and 18,659 contained postage stamps, stamped envelopes, and postal cards transmitted by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels received was 22,185.

Of the letters received, 25,783 were briefed, recorded in the indexes, and filed after final action upon them.

The number of outgoing letters copied, indexed, and mailed was 50,983.

OFFICE OF CHIEF CLERK.

NEW CONTRACTS.

DEPARTMENTAL ENVELOPES.

Under the requirements of the ninety-sixth section of the act of Congress of January 12, 1895, and in accordance with an advertisement dated March 6, 1903, sealed proposals were invited for furnishing such envelopes to the several Executive Departments of the Government as they might require during the fiscal year ending June 30, 1904.

Eight bids were received, and opened on May 4, 1903, the date set for that purpose, and contracts were awarded and duly entered into with the following bidders for furnishing these envelopes during the year named, as follows:

The United States Envelope Company, of Springfield, Mass.: For a portion of the white envelopes, all of the cream-laid and azure blue envelopes, and a portion of the manila envelopes.

Wolf Brothers, Philadelphia, Pa.: For a portion of the manila envelopes.

Union Envelope Company, Richmond, Va.: For a portion of the white and manila envelopes.

R. Carter Ballantyne, Washington, D. C.: For a portion of the white, all of the cloth-lined, and a portion of the miscellaneous envelopes.

R. P. Andrews & Co., Washington, D. C.: For a portion of the manila and a portion of the miscellaneous envelopes.

William H. Rupp Company, Washington, D. C.: For a portion of the miscellaneous envelopes.

John C. Parker, Washington, D. C.: For a portion of the miscellaneous envelopes.

There was an increase of competition over the previous year on white and manila envelopes, and a decrease in competition on the cream-laid, azure blue, and cloth-lined.

Contracts for miscellaneous envelopes were awarded to the lowest bidders upon the particular kinds of envelopes named in the specifications and to the lowest bidders upon envelopes which were offered as being "equal thereto" when in the judgment of the committee, price and quality considered, such envelopes were deemed to be equal to the particular kind named in the specifications.

REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

Under an advertisement dated June 5, 1903, inviting sealed proposals for furnishing to the Post-Office Department registered package, tag, official, and dead-letter envelopes during the period of one year, beginning October 1, 1903, the following bids were received:

Name of bidder.	Total for the year.
Clarence Wolf, of Philadelphia, Pa.	\$175,990.00
The Hartford Manufacturing Co., of Hartford, Conn.	170,808.50

The Hartford Manufacturing Company being the lowest bidder in the aggregate, the contract was awarded to it and duly entered into.

DIVISION OF REGISTERED MAIL.

POST-OFFICE DEPARTMENT, OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL, DIVISION OF REGISTERED MAILS, Washington, D. C., November 16, 1903.

SIR: I have the honor to submit the following report of the operations of the registry system for the year ended June 30, 1903:

Appended to this report and forming a part hereof I submit tabulated statements, which show for the fiscal year ended June 30, 1903—

1. The total number of letters and parcels, domestic, foreign, and free, registered at all the post-offices in each State and Territory, together with the aggregate registered in all the States and Territories, with the amount of registry fees collected therefor during the fiscal year, and the percentage of increase or decrease, as well as a recapitulation of the whole.

2. The operations of the registry service at the 60 leading cities of the United States.

3. The total number and value of registered letters and parcels transmitted in the registered mails for the Treasury and Post-Office Departments.

Among the duties with which the division of registered mails is charged are the furnishing of information relative to the registry service, the instruction of postmasters relative thereto, the keeping of records and statistics of the registry business at all post-offices, the establishment and control of all exchanges of registered mail, and the consideration of all claims for indemnity for lost registered matter, and from the information, records, and statistics available in this office will be shown the volume of registry business during the year.

The reports rendered by postmasters show that the transactions during the fiscal year were as follows:

Total number of domestic paid letters registered.....	16,567,502
Total number of domestic paid parcels registered.....	3,372,703
Total number of foreign paid letters registered.....	2,112,212
Total number of foreign paid parcels registered.....	336,936
Total number of paid registrations.....	22,389,353
Total number of letters and parcels registered free.....	3,561,825
Total number registered, paid and free.....	25,951,178
Amount collected for registration fees.....	\$1,791,148.24

As compared with a similar statement of the volume of business transacted during the fiscal year ended June 30, 1902, these figures show increases as follows:

Increase in the number of domestic letters registered.....	1,637,232
Increase in the number of domestic parcels registered.....	666,902
Increase in the number of letters for foreign destinations registered....	387,196
Increase in the number of parcels for foreign destinations registered....	69,880

Total increase in the number of letters and parcels on which registry fee was paid.....	2,761,210
Increase of registry fees.....	\$220,896.80
Increase in the number of letters and parcels registered free.....	358,568
Increase in the total number of letters and parcels registered, paid and free, of 13.66 per cent, or.....	3,119,778

Every State and Territory in the country shows an increase in paid registrations except Iowa and Kansas; and in these States the decrease is less than 3 per cent.

The free registrations increased 358,568. The increase in free registrations at Washington, D. C., alone, was 92,100.

The following table shows the paid registrations since July 1, 1883, and the increase and decrease each year as compared with the previous year:

Paid registrations for twenty years, beginning with the fiscal year ended June 30, 1884.

Year.	Total paid registrations.	Increase over previous year.
1884.....	9,570,568	805,096
1885.....	9,288,964	(a)
1886.....	9,699,527	410,543
1887.....	10,346,768	647,241
1888.....	11,251,544	904,776
1889.....	11,510,825	259,281
1890.....	12,164,169	653,344
1891.....	12,389,067	224,898
1892.....	12,544,010	154,943
1893.....	12,802,394	258,384
1894.....	12,461,438	(a)
1895.....	11,744,525	(a)
1896.....	12,192,361	447,836
1897.....	11,690,406	(a)
1898.....	12,477,498	787,092
1899.....	13,411,064	933,566
1900.....	15,392,936	1,981,852
1901.....	17,617,278	2,224,342
1902.....	19,628,143	2,010,865
1903.....	22,439,353	2,761,210
Total.....	260,622,908	
Average yearly registrations.....	13,031,145	

a Decrease.

The increase in paid registrations during the four years of your administration has been as follows:

1899-1900	1, 981, 852
1900-1901	2, 224, 342
1901-1902	2, 010, 865
1902-1903	2, 761, 210

Total increase for the four years 8, 978, 269

The increase in the number of paid registrations for the fiscal year ended June 30, 1903, is evidence of an appreciation by the public of the registry system as a means for the safe transmission and correct delivery of mail matter.

The higher indemnity paid for lost registered matter, the additional facilities for the dispatch of registered mail, due to the hearty cooperation of the Railway Mail Service, the distribution and display of registry signs in all post-offices, and the work of the assistant superintendents of the registry system in the field were aids to produce the remarkable increase shown in the paid registrations.

A continued increase in paid registrations in a measure depends on what additional opportunities to register mail matter are given to the public after their confidence in the registry system has been secured by prompt and efficient service.

A present regulation requires that postmasters at all offices, except those of the first-class, do registry business during the business hours of the offices, while at offices of the first class the registry windows can be closed at 6 p. m., and after that time matter can be accepted for registration at the stamp window, if this can be done with safety. This regulation at many of these offices has been construed so that with the stoppage of the delivery of registered matter at 6 p. m., the acceptance of matter for registration also ceases.

Postmasters at offices of the first class should in all cases be required to provide for the registration of mail matter after the registry windows are closed, at the stamp or general delivery windows, during the time postage stamps are sold; while at the delivery and numbered stations of these offices registry business should be done during the hours postal supplies are on sale.

The affixing of postage stamps in sufficient quantity to a letter or parcel entitles it to registration when the other requirements are complied with, and it seems inconsistent to permit the sale of postage stamps by postal employees who immediately after the sale decline to issue registry receipts because the hours set for registration have passed.

Registration is likely to be increased when there are ample transportation facilities for registered mails at the post-offices. The office at which the amount of registry business is small for one of its class is likely to be an office at which the dispatches for registered mail are few or at hours which do not suit the business or social interests of the community. The additional dispatches given numerous offices by the exceptional treatment of registered matter in its transmission as provided for in the regulations, under authority to be granted by you, has undoubtedly added to the usefulness of the registry service to the public at the offices directly affected, while the safety of the matter does not seem to have been sacrificed. Exceptional treatment of registered mail in its dispatch is only authorized when the conditions are such that delay occurs by a strict observance of the regulations which govern the treatment of registered matter in the usual cases. The exceptional treatment is generally a temporary relaxation of these strict rules.

Increased use of the registered mails by the public is likely to result from a strict observance of the recent rules issued relative to pouching registered matter from offices on branch railway lines direct to connecting railway post-offices, for pouching registered matter between postal clerks on connecting railway post-offices, and for the pouching of registered matter by railway postal clerks at junction points, because these methods of handling registered mail reduce the time occupied in transit until it more nearly corresponds to the time required for the transmission of ordinary mail.

An increase in paid registrations is retarded by the failure of postmasters and their employees to recommend to the public the use of the registered mail in proper cases, and actual discrimination is made against the registered mail in offices when the delivery windows are opened as soon as the letter and newspaper mails are assorted, while the registered matter received is left unattended to until the first rush of callers at the window has ceased. A discrimination is also made by the refusal of postmasters to accept matter for registration after the last mail for the day has been dispatched, which refusal relieves the postmaster of the responsibility of caring for registered matter overnight, as he is required to care for funds and postage stamps. A further disadvantage to the registry service is the failure of postmasters to obtain from the proper official of the Railway Mail Service authority for additional dispatches of registered matter made possible by increased railway or railway post-office facilities.

POSTMASTERS FAIL TO RENDER CORRECT REPORTS OF REGISTRATIONS.

Postmasters still continue to send in quarterly reports of registrations at their offices, and fail to comply with the provisions of section 898 of the Postal Laws and Regulations, edition of 1902, which prescribes that "promptly on the first day of January and July, respectively, of each year, postmasters must send to the Third Assistant Postmaster-General, on Form 3848, reports showing the number of letters and parcels, domestic, foreign, and free, registered at their offices during the preceding six months of the year."

Thousands of circulars were sent to postmasters in order to obtain a full and correct report of the registrations for the six months ended December 31, 1902, and six months later the same method was resorted to, this additional labor being required, notwithstanding the fact that in six issues of the Monthly Supplement to the Annual Postal Guide postmasters were notified that registry reports were due immediately after the close of business December 31 and June 30.

CITY CARRIER REGISTRATION.

This feature of the registry system is now in operation at all city free-delivery offices. In the principal cities, however, it is in operation only in the residential districts.

During the fiscal year ended June 30, 1903, city letter carriers accepted for registration 379,169 pieces of mail matter, an increase of 61,227, or of 19.25 per cent over the preceding year.

The pieces accepted by city letter carriers for registration, it can safely be presumed, are those which, in a fair proportion, would not be registered except for the opportunity to do so afforded by the carriers; and the substantial increase in the number of pieces registered each year since the service was authorized by the Postmaster-General's order of December 5, 1899, shows that carrier registration is now an integral part of the registry system.

At the close of the fiscal year city free-delivery service was in operation at 1,032 offices, 19,540 letter carriers being employed. This represents an increase of 99 city free-delivery offices and 1,755 city letter carriers during the year.

An average of more than 367 pieces were registered at each city free-delivery office, as compared with an average of 340 at each city free-delivery office the preceding year.

The following table shows the total number of pieces accepted for registration by city letter carriers in all the States and Territories during the fiscal year ended June 30, 1903, as well as the number of pieces registered in those States and Territories during the fiscal year ended June 30, 1902:

Comparative statement of registrations by city letter carriers throughout the country during the fiscal years ended June 30, 1902, and June 30, 1903, respectively.

States and Territories.	1902.	1903.	Increase.		Decrease.	
			Registra- tions.	Per cent.	Registra- tions.	Per cent.
Alabama.....	2,500	3,698	1,198	47.92	.....	.....
Alaska.....	.....	.....	.....	.....	.....	.....
Arizona.....	26	54	28	107.69	.....	.....
Arkansas.....	1,586	2,117	532	33.56	.....	.....
California.....	4,610	5,029	419	9.08	.....	.....
Colorado.....	4,360	4,222	.....	.....	138	3.16
Connecticut.....	7,005	8,310	1,306	18.62	.....	.....
Delaware.....	669	841	172	25.71	.....	.....
District of Columbia.....	1,657	1,296	.....	.....	362	21.84
Florida.....	888	758	.....	.....	130	14.63
Georgia.....	2,196	2,766	559	25.45	.....	.....
Hawaii.....	47	70	23	48.98	.....	.....
Idaho.....	87	84	47	127.02	.....	.....
Illinois.....	27,615	34,043	6,428	23.27	.....	.....
Indiana.....	10,540	9,833	.....	.....	707	6.70
Indian Territory.....	.....	12	12	.....	.....	.....
Iowa.....	2,313	2,862	549	23.73	.....	.....
Kansas.....	1,767	1,633	.....	.....	134	7.58
Kentucky.....	5,516	6,164	638	11.56	.....	.....
Louisiana.....	3,479	5,616	2,137	61.42	.....	.....
Maine.....	2,697	3,211	514	19.06	.....	.....
Maryland.....	2,976	3,067	91	3.06	.....	.....
Massachusetts.....	33,212	36,209	2,997	9.02	.....	.....
Michigan.....	23,776	19,249	.....	.....	4,527	19.04
Minnesota.....	4,749	4,976	227	4.77	.....	.....

Comparative statement of registrations by city letter carriers throughout the country during the fiscal years ended June 30, 1902, and June 30, 1903, respectively—Continued.

States and Territories.	1902.	1903.	Increase.		Decrease.	
			Registra- tions.	Per cent.	Registra- tions.	Per cent.
Mississippi.....	641	880	239	37.28		
Missouri.....	17,147	19,478	2,331	13.59		
Montana.....	440	635	195	44.31		
Nebraska.....	1,509	1,669	150	9.94		
Nevada.....	2	4	2	100.00		
New Hampshire.....	3,519	4,427	908	25.80		
New Jersey.....	15,308	20,972	5,669	37.04		
New Mexico.....	59	145	86	145.76		
New York.....	30,992	39,154	8,162	26.38		
North Carolina.....	768	1,302	534	69.53		
North Dakota.....	61	147	86	140.98		
Ohio.....	31,280	42,513	11,253	35.99		
Oklahoma.....	59	162	103	174.57		
Oregon.....	531	458			78	14.68
Pennsylvania.....	33,977	49,063	15,066	44.31		
Porto Rico.....	291	890	599	205.84		
Rhode Island.....	7,245	9,025	1,780	24.56		
South Carolina.....	1,070	1,298	228	21.30		
South Dakota.....	77	94	17	22.07		
Tennessee.....	6,071	7,491	1,420	23.38		
Texas.....	3,810	5,683	1,873	49.16		
Utah.....	740	1,037	297	40.13		
Vermont.....	932	1,067	135	16.63		
Virginia.....	3,031	3,732	701	23.12		
Washington.....	1,801	1,274			527	29.26
West Virginia.....	7,066	3,781			3,305	46.64
Wisconsin.....	5,238	6,664	1,426	27.22		
Wyoming.....	62	51			11	17.74
Total.....	317,942	379,169	61,227	19.25		

The following table shows the number of pieces accepted for registration by city letter carriers during the year at the 60 cities leading in carrier registration and, for the purpose of comparison, the figures at the same cities during the preceding year:

Comparative statement of registrations by city letter carriers at the 60 cities of the country leading in that feature of the registry service during the fiscal years ended June 30, 1902, and June 30, 1903.

Post-office.	1902.	1903.	Increase.		Decrease.	
			Registra- tions.	Per cent.	Registra- tions.	Per cent.
1. Chicago, Ill.....	17,074	19,074	2,000	11.71		
2. St. Louis, Mo.....	14,648	16,061	1,413	9.64		
3. Boston, Mass.....	13,119	12,869			260	1.98
4. Philadelphia, Pa.....	5,597	10,180	4,583	81.88		
5. Detroit, Mich.....	15,073	9,691			5,382	35.70
6. Cleveland, Ohio.....	6,894	9,370	2,476	35.91		
7. Cincinnati, Ohio.....	6,310	9,233	2,923	46.32		
8. Buffalo, N. Y.....	4,943	6,708	1,765	35.70		
9. Pittsburg, Pa.....	5,154	6,438	1,284	24.91		
10. Providence, R. I.....	4,284	5,784	1,500	35.01		
11. Dayton, Ohio.....	3,609	5,406	1,797	49.79		
12. Brooklyn, N. Y.....	3,664	4,766	1,102	30.43		
13. New Orleans, La.....	2,649	4,306	1,657	62.55		
14. Johnstown, Pa.....	3,523	3,892	369	10.47		
15. Louisville, Ky.....	3,294	3,619	325	9.86		
16. Nashville, Tenn.....	2,767	3,597	830	30.46		
17. Worcester, Mass.....	2,842	3,410	568	19.98		
18. New York, N. Y.....	3,382	3,390	8	.23		
19. Toledo, Ohio.....	2,498	3,355	857	34.30		
20. Milwaukee, Wis.....	2,932	2,986	54	1.84		
21. Denver, Colo.....	2,349	2,942	593	25.24		
22. Newark, N. J.....	2,428	2,749	321	13.22		
23. Chattanooga, Tenn.....	2,113	2,502	389	18.40		
24. Trenton, N. J.....	2,292	2,488	196	8.55		
25. Baltimore, Md.....	2,498	2,475			23	.92
26. Indianapolis, Ind.....	1,942	2,294	352	18.12		
27. Saginaw, Mich.....	1,910	2,224	314	16.43		
28. Allegheny, Pa.....	2,376	2,133			233	10.01
29. Concord, N. H.....	1,771	2,106	334	18.85		
30. Birmingham, Ala.....	1,465	2,097	632	43.13		
31. Brockton, Mass.....	1,487	2,064	577	38.80		
32. Kansas City, Mo.....	1,787	1,962	175	9.79		
33. Scranton, Pa.....	880	1,951	1,071	121.70		

Comparative statement of registrations by city letter carriers at the 60 cities of the country leading in that feature of the registry service, etc.—Continued.

Post-office.	1902.	1903.	Increase.		Decrease.	
			Registra- tions.	Per cent.	Registra- tions.	Per cent.
34. Minneapolis, Minn.	2,068	1,929			139	6.72
35. Youngstown, Ohio	1,469	1,896	426	28.99		
36. Columbus, Ohio.	1,099	1,718	619	56.32		
37. Joliet, Ill.	1,489	1,708	269	18.69		
38. Syracuse, N. Y.	1,523	1,666	143	9.38		
39. Hamilton, Ohio	753	1,650	897	119.12		
40. Bridgeport, Conn.	1,449	1,596	147	10.14		
41. St. Paul, Minn.	1,718	1,592			126	7.33
42. Reading, Pa.	1,114	1,582	468	42.01		
43. Paterson, N. J.	1,569	1,578	9	.57		
44. Los Angeles, Cal.	1,628	1,556			72	4.42
45. Wilkesbarre, Pa.	1,108	1,556	448	40.43		
46. Wheeling, W. Va.	1,244	1,537	293	23.55		
47. Portland, Me.	1,509	1,490			19	1.25
48. Jamaica, N. Y.	929	1,477	548	58.98		
49. Albany, N. Y.	1,825	1,468	143	10.79		
50. Newton Center, Mass.	1,207	1,459	252	20.87		
51. Sunbury, Pa.	867	1,448	581	67.01		
52. Bayonne, N. J.	581	1,397	866	163.06		
53. Allentown, Pa.	989	1,377	388	39.23		
54. Washington, D. C.	1,657	1,296			362	21.84
55. Marquette, Mich.	1,055	1,274	219	20.75		
56. Lafayette, Ind.	1,061	1,262	201	18.94		
57. Galveston, Tex.	804	1,260	456	56.71		
58. Chester, Pa.	936	1,186	250	26.70		
59. Rochester, N. Y.	1,086	1,159	73	6.72		
60. Evansville, Ind.	1,015	1,145	130	12.80		
Total.....	181,686	214,416	32,730	18.01		

At these 60 cities 214,416 pieces of mail matter were accepted for registration by carriers. These figures represent 56.54 per cent of the total carrier registrations.

Chicago, Ill., retains its place as the leading city in carrier registration, with 19,074 to its credit, as compared with 17,074 last year.

On July 1, 1903, postmasters at all city free-delivery offices were requested to send to this office a list of the five carriers (with their names and cap numbers) who registered the largest number of pieces during the fiscal year, with the number of pieces registered by each. From these reports, the following have been prepared: (1) A list showing the 60 cities of the country at which the greatest number of pieces were registered by any individual carrier, the name of each carrier, and the number of pieces registered; and (2) a list of carriers who, as shown by the postmasters' reports, registered during the year as many or more pieces than the last carrier on the list in the first table, the name of each carrier, and the number of pieces registered by him.

List of the 60 cities of the country at which the greatest number of letters were registered during the year by any individual carrier, as shown by the postmasters' reports.

Carrier.	Cap No.	Post-office.	Registra- tions.
1. John L. Kehoe.....	43	Providence, R. I.	2,845
2. M. M. Thomas.....	11	Johnstown, Pa.	2,404
3. Thos. F. Campbell.....	620	Boston, Mass.	1,464
4. John J. Dowd.....	1	Worcester, Mass.	1,057
5. Henry S. Brittell.....	3	Marquette, Mich.	866
6. F. J. Weber.....	1,108	St. Louis, Mo.	762
7. August H. Knoke.....	11	Wheeling, W. Va.	693
8. Wm. S. Little.....	9	Saginaw, Mich.	679
9. Frank P. Logan.....	42	Denver, Colo.	644
10. Juan J. Renta.....	1	Ponce, P. R.	643
11. George E. Smith.....	4	Lafayette, Ind.	632
12. S. J. Milliron.....	41	Nashville, Tenn.	612
13. C. B. Felton.....	4	Sunbury, Pa.	574
14. Walter A. Chase.....	9	Concord, N. H.	542
15. Thos. F. McVillia.....	197	Pittsburg, Pa.	537
16. Eustace Field.....	18	Brockton, Mass.	517
17. Nels E. Peterson.....	8	Moline, Ill.	511
18. George W. Green.....	19	Bridgeport, Conn.	508
19. August Schuman.....	545	Chicago, Ill.	507
20. George Goebel.....	10	Joliet, Ill.	500
21. Frank A. Gies.....	14	Easton, Pa.	462
22. J. W. Denise.....	17	Dayton, Ohio.	451
23. E. J. Scanlan.....	2	Freeport, Ill.	447

List of the 60 cities of the country at which the greatest number of letters were registered during the year by any individual carrier, etc.—Continued.

Carrier.	Cap No.	Post-office.	Registra- tions.
24. E. O'Keefe.....	13	Bayonne, N. J.....	447
25. J. I. Farwell.....	44	Newton Center, Mass.....	442
26. John L. Dubuc.....	48	New Orleans, La.....	439
27. Clarence L. Stemple.....	18	Youngstown, Ohio.....	426
28. Wm. T. Logie.....	15	West Superior, Wis.....	397
29. E. A. Turner.....	3	Chattanooga, Tenn.....	389
30. A. B. Klein.....	19	Council Bluffs, Iowa.....	386
31. Thos. H. Henderson.....	96	Cleveland, Ohio.....	366
32. R. E. Davis.....	3	Pine Bluff, Ark.....	351
33. H. E. Dewey.....	21	Salt Lake City, Utah.....	341
34. C. A. Huntington.....	5	Galveston, Tex.....	338
35. William P. Chatten.....	15	Trenton, N. J.....	327
36. Alfred P. Spang.....	2	Allentown, Pa.....	322
37. Hugh J. Savage.....	337	Cincinnati, Ohio.....	315
38. George A. Black.....	86	Toledo, Ohio.....	310
39. T. L. Crowell.....	5	Perth Amboy, N. J.....	306
40. W. C. Marchant.....	4	Port Jervis, N. Y.....	304
41. J. H. Thomas.....	10	Bradford, Pa.....	300
42. Carl Henning.....	6	Hamilton, Ohio.....	300
43. John C. Herbert.....	9	Portsmouth, Va.....	298
44. F. E. Schum.....	15	Pueblo, Colo.....	281
45. Frank A. Somers.....	1	Urbana, Ill.....	277
46. Frank S. Sholes.....	29	Allegheny, Pa.....	276
47. J. Oscar Bailey.....	4	Wallingford, Conn.....	273
48. Edward E. Shaw.....	24	New Bedford, Mass.....	266
49. George A. Hahn.....	5	Altoona, Pa.....	266
50. John Allen.....	4	Westerly, R. I.....	260
51. Hampton S. Jones.....	10	Birmingham, Ala.....	259
52. Charles Hrdlicka.....	11	South Omaha, Nebr.....	255
53. J. A. Kronk.....	164	Detroit, Mich.....	250
54. Philip Bohrman.....	89	Louisville, Ky.....	249
55. L. F. Trumbore.....	7	South Bethlehem, Pa.....	247
56. John J. Brestel.....	14	Hackensack, N. J.....	246
57. George F. Wentworth.....	1	Dover, N. H.....	235
58. Elwood R. Ford.....	4	Port Richmond, N. Y.....	234
59. John F. Johnston.....	1	Dekalb, Ill.....	233
60. W. Scott Fry.....	19	Chester, Pa.....	232

Carriers who, as shown by the postmasters' reports, registered during the year as many pieces as, or more than, the last carrier on the list of the preceding table.

Carrier.	Cap No.	Post-office.	Registra- tions.
1. J. J. Miller.....	255	St. Louis, Mo.....	722
2. Jos. F. Plunkett.....	76	.....do.....	548
3. R. H. Bridges.....	7	Johnstown, Pa.....	438
4. H. A. Kansteiner.....	2	St. Louis, Mo.....	431
5. W. F. Bartholomew.....	3	Sunbury, Pa.....	430
6. F. J. Schmidt.....	9	Bayonne, N. J.....	388
7. P. E. Wellbaum.....	28	Dayton, Ohio.....	367
8. Stephen A. Barry.....	37	Providence, R. I.....	360
9. John Maxam.....	10	Saginaw, Mich.....	344
10. S. P. Whitsett.....	28	Nashville, Tenn.....	314
11. John A. White.....	10	Youngstown, Ohio.....	302
12. Chas. L. Metz.....	30	.....do.....	300
13. George Pfund.....	8	.....do.....	296
14. Francis J. Maher.....	40	Providence, R. I.....	294
15. Lucratus M. Sanborn.....	13	Concord, N. H.....	291
16. A. F. Story.....	22	Brockton, Mass.....	290
17. William Murphy, Jr.....	7	Hamilton, Ohio.....	289
18. A. M. Goldberg.....	36	Toledo, Ohio.....	284
19. Daniel S. Price.....	18	Saginaw, Mich.....	283
20. Charles W. Steyer.....	130	Cleveland, Ohio.....	278
21. William Szendel.....	121	.....do.....	273
22. John R. Hughes.....	15	Youngstown, Ohio.....	268
23. Walter A. Russell.....	286	Boston, Mass.....	265
24. Charles A. Patterson.....	21	Joliet, Ill.....	259
25. Myron C. Kline.....	15	Allentown, Pa.....	257
26. Willis Malone.....	428	St. Louis, Mo.....	252
27. Moses S. Salkay.....	546	Chicago, Ill.....	250
28. Leonard G. Davis.....	139	Cleveland, Ohio.....	250
29. Charles H. Draeger.....	233	.....do.....	249
30. August Schneck.....	76	Detroit, Mich.....	249
31. L. M. Bates.....	1	Brockton, Mass.....	245
32. Jos. G. Hanson.....	8	Galveston, Tex.....	244
33. J. H. Krouse.....	4	Dayton, Ohio.....	242
34. George F. Smith.....	18	Concord, N. H.....	241
35. James W. Shuff.....	10	Allegheny, Pa.....	239
36. Oliver T. Pratt.....	11	Bridgeport, Conn.....	238
37. Richard Berriman.....	9	Johnstown, Pa.....	238

GOVERNMENT MONEY VALUES SENT FREE IN THE REGISTERED MAILS.

By reference to Table No. 12, on page 577, showing the number and value of letters and parcels carried in the registered mails during the past fiscal year, for the Post-office and Treasury Departments alone, it will be seen that the matter thus handled for these two Departments aggregated 1,125,745 pieces, with a value of \$1,645,631,363.90. As compared with the figures for the preceding year, this shows an increase of 87,256 pieces carried in the registered mails for the two Departments named, with an increase of \$110,684,814.76 in their value.

A total number of 3,561,825 pieces of official mail matter was registered free during the year for all departments and officials.

RURAL-CARRIER REGISTRATION.

During the year there were prepared in pamphlet form "Instructions for the conduct of registry business in the rural free-delivery service," and a distribution of the pamphlets was made to each postmaster and each rural carrier at those offices at which rural free-delivery service was in operation. By these instructions it is hoped to secure uniformity in the treatment of registered matter accepted and delivered on the routes and that brought to or sent from a post-office by a rural carrier.

The following figures show the aggregate number of offices having rural free-delivery service, the number of rural free-delivery routes in operation, the number of registered pieces delivered, and the number of pieces registered during the fiscal year ended June 30, 1903:

Number of offices having rural free-delivery service	6,660
Number of rural routes in operation	15,125
Number of registrations by rural carriers	241,099
Number of registered pieces delivered by rural carriers	251,243

The number of letters and parcels registered by rural carriers places the average for each carrier at more than 15 pieces for the year.

The following table shows the number of registrations by rural carriers in the States and Territories during the fiscal years ended June 30, 1902, and June 30, 1903, respectively:

States and Territories.	1902.	1903.
Alabama	1,088	2,678
Arizona	24	56
Arkansas	180	360
California	1,604	2,675
Colorado	561	711
Connecticut	4,059	6,021
Delaware	678	1,909
District of Columbia		119
Florida	9	98
Georgia	2,112	5,264
Idaho	170	259
Illinois	5,628	13,176
Indiana	6,926	14,207
Iowa	4,534	9,942
Kansas	2,709	4,941
Kentucky	346	2,477
Louisiana	249	415
Maine	3,890	7,281
Maryland	8,662	12,686
Massachusetts	2,318	4,667
Michigan	5,982	11,173
Minnesota	2,275	5,739
Mississippi	26	560
Missouri	2,487	8,286
Montana	5	20
Nebraska	937	2,276
Nevada		
New Hampshire	2,495	3,846
New Jersey	2,080	3,926
New Mexico	1	40
New York	8,574	19,366
North Carolina	1,088	5,924
North Dakota	73	200
Ohio	10,042	18,681
Oklahoma	91	243
Oregon	313	714
Pennsylvania	13,510	26,067
Rhode Island	499	787

States and Territories.	1902.	1903.
South Carolina.....	1,518	3,897
South Dakota.....	821	1,159
Tennessee.....	5,162	14,344
Texas.....	1,102	3,338
Utah.....	447	848
Vermont.....	1,635	3,282
Virginia.....	883	4,653
Washington.....	818	545
West Virginia.....	2,598	2,648
Wisconsin.....	4,667	8,640
Wyoming.....	43	85
Total.....	114,595	241,099

The increase in the number of letters and parcels registered by the rural carriers during the year was 128,504.

MARINE CARRIER REGISTRATION.

The postmaster at Detroit, Mich., reports that 36 pieces were registered during the last fiscal year by the three marine letter carriers employed at that office.

LOSSES IN THE REGISTERED MAILS.

According to the report of the Fourth Assistant Postmaster-General (division of post-office inspectors and mail depredations), 9,775 complaints were received during the year, relating to registered matter mailed at and addressed to United States post-offices. In addition there were on hand not finally acted upon, July 1, 1902, 4,322 cases based on similar complaints. On July 1, 1903, there were on hand not finally acted upon 4,672 cases based on complaints relating to domestic registered matter. It will thus be seen that during the year 9,425 cases of this kind were closed. Of these 9,425 cases, 3,515 were found to involve losses, which may be classified as follows:

Losses chargeable to burning and wrecking of post-offices, postal cars, and steamboats, and to minor unavoidable accidents.....	1,937
Losses chargeable to depredations by postal officials.....	359
Losses through postal employees from causes other than theft.....	372
Losses resulting from depredations by outside parties.....	501
Losses the responsibility for which could not be fixed.....	346
Total.....	3,515

In the foregoing cases recoveries were made and the value of the lost articles restored to the owners, as follows:

Through the office of the chief post-office inspector.....	1,031
Through the dead-letter office.....	141
Through inspectors in the field and postmasters.....	1,275
Through limited indemnity.....	409
Total recoveries.....	2,856
Cases in which recovery was impossible.....	659
Aggregate as above.....	3,515

Of the 659 cases of irrecoverable loss, 270 involved official matter exclusively, of practically no money value, leaving 389 as the number of losses sustained by the public.

It will be seen that in the case of registered matter mailed by the public the rate of loss was but 1 in every 57,556 prepaid articles registered. Taking into consideration the official mail matter registered free, as well as the matter registered for the public, the rate of loss was 1 in every 39,379 pieces registered.

INDEMNITY FOR LOST REGISTERED MAIL.

Claims for indemnity are now perfected in this division, and during the past fiscal year 469 claims were certified to the Auditor for the Post-Office Department for payment.

The aggregate value of the contents of the lost pieces was \$7,657.65, while the amount of indemnity paid was \$3,091.01. From the applications made by senders in 128 cases, the contents of the pieces actually destroyed were shown to consist of postage stamps and Treasury and bank notes to the value of \$777.95, for which the Government is presumed to have received an equivalent, and the reimbursement of the amount to the senders therefore entails no actual loss to the Government.

The following table shows the various causes of the 469 losses for which claims were certified during the year, with the number and amount of the losses and the amount of indemnity paid:

Cause of loss	Number of losses.	Aggregate.	
		Value.	Indemnity.
Post-offices robbed	114	\$1,274.73	\$783.56
Post-offices burned	17	222.69	130.19
Mail wagons robbed.....	58	812.98	390.89
Railroad trains robbed.....	5	108.60	87.50
Registered pouches stolen.....	8	130.94	53.85
Stolen from post-offices by sneak thieves.....	8	87.00	22.00
Railroad wrecks.....	97	1,022.83	556.71
Steamboat wrecks.....	29	2,619.00	177.00
Chargeable to railway postal clerks.....	51	480.30	365.05
Chargeable to other postal employees.....	32	401.52	195.21
Chargeable to contractors and their employees.....	4	52.00	25.00
Pouches ground under train.....	3	13.50	13.50
Cause undetermined.....	20	166.22	125.62
Miscellaneous causes.....	28	335.84	214.43
Total	469	7,657.65	3,091.01

THROUGH REGISTRY SERVICE.

The following table shows the number of through registered pouch, inner registered sack, R. P. O. through registered pouch, R. P. O. inner registered sack, and brass-lock pouch exchanges in operation June 30, 1903, as compared with the number of exchanges in operation June 30, 1902:

Nature of exchange.	1902.	1903.
Through registered pouch exchanges	505	457
Inner registered sack exchanges	546	503
R. P. O. through registered pouch exchanges.....	23	46
R. P. O. inner registered sack exchanges.....	2	20
Brass-lock pouch exchanges.....	354	344
Total.....	1,430	1,370

As compared with last year these figures show 48 less through registered pouch exchanges, 43 less inner registered sack exchanges, 10 less brass-lock pouch exchanges, 23 more R. P. O. through registered pouch exchanges, and 18 more R. P. O. inner registered sack exchanges.

COLLECTION OF DEFICIENCIES ON SHORT-PAID REGISTERED MATTER.

The Postal Laws and Regulations require that registered matter be fully prepaid before its dispatch; and when this is not so the postmaster at the office of mailing is required to pay the deficiency in registry fee, when this is reported by the postmaster at the office of destination, in the case of pieces addressed for delivery in the United States. When the matter is addressed for delivery in a foreign country and on receipt at a United States exchange office is found to be short paid in postage or registry fee, postage stamps to cover the deficiency are there affixed and the value of the necessary stamps is charged against the mailing postmaster, as a penalty for his neglect.

The following table shows the amount of deficiencies reported to this office and collected by means of circulars sent to the mailing postmasters, as well as the amounts due and uncollected on account thereof, on June 30, 1902, and June 30, 1903, respectively:

Outstanding June 30, 1902, on account of deficiencies on domestic matter	\$97. 26
Deficiencies on domestic matter reported during the year	2, 067. 71
Outstanding June 30, 1902, on account of deficiencies on matter sent to foreign countries	28. 92
Deficiencies on foreign matter reported during the year	958. 35
Total	3, 152. 24
Deficiencies on domestic matter collected during the year	\$2, 061. 13
Outstanding June 30, 1903, on account of deficiencies on domestic matter during the year	107. 74
Deficiencies on matter sent to foreign countries collected during the year	938. 96
Outstanding June 30, 1903, on account of deficiencies on foreign matter during the year	48. 45
Deficiency charges canceled during the year	5. 96
Aggregate as above	3, 152. 24
Number of domestic deficiency cases acted on, 50,726, averaging 4 cents in each case.	
Number of foreign deficiency cases acted on, 12,523, averaging 7.6 cents in each case.	
Total amount of domestic deficiencies reported during the fiscal year ended June 30, 1903	\$2, 067. 71
Total amount of domestic deficiencies reported during the fiscal year ended June 30, 1902	1, 987. 56
Increase	80. 15
Total amount of foreign deficiencies reported during the fiscal year ended June 30, 1903	\$958. 35
Total amount of foreign deficiencies reported during the fiscal year ended June 30, 1902	626. 65
Increase	331. 70

ASSISTANT SUPERINTENDENTS IN THE FIELD.

The total number of post-offices visited by the assistant superintendents during the year was 1,338.

Although it was primarily the intention of the Department to confine the work of the assistant superintendents to the leading offices and mail centers, the introduction of rural free-delivery service made it necessary that they should visit many offices of the fourth class from which rural routes emanated, to specially instruct postmasters there as to the treatment of registered matter received for delivery and in transit, and this was done to a greater extent last year than theretofore.

The assistant superintendents were furnished with a new printed form of blank (No. 3890-B) for use in connection with their visits to post-offices. This form has 121 numbered items, which contain appropriate references to nearly all the postal laws and regulations which govern the registry service. Whenever it is necessary for an assistant superintendent to call the attention of a postmaster to any irregularity or delinquency in connection with his treatment of registered mail, the item which enjoins the future proper course under the regulations is marked for the information and guidance of the postmaster with whom the form is left.

MATTERS CONNECTED WITH THE REGISTRY SERVICE.

One of the needs of the registry service at post-offices where special systems of accounting for registered matter are not in use is a record book that shows, in concise form, the registry transactions of each day. To meet this need a record entitled the "Daily trial balance" book was prepared during the year and each of 430 offices supplied with one.

During the year a change was made in the manner of preparing registered parcel matter for dispatch, and the postmasters at New York, N. Y., Chicago, Ill., and St. Louis, Mo., were authorized to test the innovation at their offices. The change provided for the dispatch of registered parcel matter without writing the name of the office of destination on the registered tag envelope attached to each parcel. The name of the office of destination is obtained by a postmaster or postal clerk for record purposes from the address written on the parcel by the sender. The registered tag

envelope can be traced by the number on it, which, under the conditions which govern the use of the tag envelope in this unusual way, is always identical with the number on the registered parcel.

The Postal Laws and Regulations were amended during the year so as to allow postmasters at interior United States post-offices, when specially authorized, to make out registry return-receipt forms and attach them to letters and parcels mailed at their offices addressed to foreign destinations, when forms of receipt are requested by the senders. This was done to relieve the force at the United States exchange offices of the preparation of these receipts in the time, generally inadequate, between the last connecting arrival of mails with registered letters and parcels for foreign destinations and the dispatch of that registered matter abroad on days when the mail steamers leave.

In this connection I desire to call your attention to the recommendation made prior to the Postal Union Congress at Washington in 1897, that the United States representatives submit a proposition to the Congress for a universal return receipt of card form, in design similar to the domestic registry return-receipt card, to take the place of the universal return receipt of sheet form.

In the domestic service the registry return receipt first provided was in sheet form, filled out at the office of mailing and returned there when signed from the office of delivery inclosed in an official penalty envelope. The sheet form of return receipt was replaced by the card form, and the benefit to the public which resulted from the change leads me to ask your consideration of the recommendation referred to above, with special reference to the next meeting of the Postal Union Congress, which will be held in Rome in 1904.

Respectfully submitted.

EDWIN SANDS,
Acting Superintendent of the Registry System.

HON. EDWIN C. MADDEN,
Third Assistant Postmaster-General.

(NOTE.—Tables showing registry statistics submitted with the foregoing report will be found on pages 569 to 577, under Nos. 10, 11, and 12.)

No. 1.—*Estimates of appropriations for the postal service coming under the control of the Third Assistant Postmaster-General during the year ending June 30, 1905.*

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 16, 1903.

SIR: I have the honor to submit the following estimates of the appropriations needed by this office during the year ending June 30, 1905:

1. For manufacture of adhesive postage stamps, special-delivery stamps, and books of stamps	\$422, 000
2. For pay of agent and assistants to distribute stamps, and expenses of agency	13, 000
3. For manufacture of stamped envelopes and newspaper wrappers	904, 000
4. For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and expenses of agency	23, 000
5. For manufacture of postal cards	223, 000
6. For pay of agent and assistants to distribute postal cards, and expenses of agency	20, 000
7. For registered-package, tag, official, and dead-letter envelopes	211, 000
8. For ship, steamboat, and way letters	1, 000
9. For payment of limited indemnity for the loss of pieces of first-class registered matter	12, 000
10. For blanks, books, and printed matter of urgent or special character, including the preparation, publication, and free distribution to the public of a pamphlet containing general postal information, and for metallic advertising signs, intaglio seals, and other miscellaneous items of immediate necessity for the registry system	20, 000
11. For miscellaneous items (provided that not exceeding \$200 of this amount may be used for necessary traveling expenses of the Third Assistant Postmaster-General within the District of Columbia)	1, 000
Total	1, 850, 000

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

The increase in the issue of ordinary postage stamps (including stamps in book form) during the year ended June 30, 1903, was 14.05 per cent over the issue of the previous year. This was considerably above the average rate of increase in past years, and the estimate for the next two years is based on an increase of 10 per cent yearly.

The increase in the issue of special-delivery stamps during the past year was 17 per cent, and 12 per cent is used in estimating the annual increase for the next two years.

The increase in the issue of postage-due stamps during the past year was 3.41 per cent, and the increase for each of the following two years is estimated at 10 per cent.

The increase in the issue of stamp books over that of 1901-2 was 38.58 per cent; 30 per cent is employed in estimating the increase for each of the next two years.

At these rates of increase the following results are obtained:

Ordinary stamps:

Number issued during the year ended June 30, 1903	5, 270, 549, 115
Add 10 per cent for increase	527, 054, 911
Gives estimated number for year ending June 30, 1904.....	5, 797, 604, 026
Add 10 per cent for increase.....	579, 760, 402
Gives estimated number for year ending June 30, 1905.....	6, 377, 364, 428

Special-delivery stamps:

Number issued during the year ended June 30, 1903	10, 180, 950
Add 12 per cent for increase.....	1, 221, 714
Gives estimated number for year ending June 30, 1904.....	11, 402, 664
Add 12 per cent for increase.....	1, 368, 319
Gives estimated number for year ending June 30, 1905.....	12, 770, 983

Postage-due stamps:

Number issued during the year ended June 30, 1903	24, 860, 780
Add 10 per cent for increase.....	2, 486, 078
Gives estimated number for year ending June 30, 1904.....	27, 346, 858
Add 10 per cent for increase	2, 734, 685
Gives estimated number for year ending June 30, 1905.....	30, 081, 543

Books of stamps;

The number of stamp books issued during the year ended June 30, 1903, was 9,829,240; cost of manufacture, \$30,293.82, or an average price of \$3.082 per thousand books.

Number issued during the year ended June 30, 1903.....	9, 829, 240
Add 30 per cent for increase	2, 948, 772
Gives estimated number for year ending June 30, 1904.....	12, 778, 012
Add 30 per cent for increase	3, 833, 403
Gives estimated number for year ending June 30, 1905.....	16, 611, 415

Ordinary stamps, 6,377,364,428, at 5.742 cents per thousand	366, 188. 26
Special-delivery stamps, 12,770,983, at 15.505 cents per thousand	1, 980. 14
Postage-due stamps, 30,081,543, at 7.756 cents per thousand	2, 333. 12
Books of stamps, 16,611,415, at \$3.082 per thousand.....	51, 196. 38

Total	421, 697. 90
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Or, in round numbers, \$422,000.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers furnished the Department, accepted and paid for during the year ended June 30, 1903, was 956,161,500, and their cost at the prices under the new contract which took effect January 1, 1903, would have been \$746,546.29, or 78.08 cents a thousand. The increase over the number furnished the Department during the previous year was 12.2 per cent, and the increase for the next two years is estimated at 10 per cent yearly.

Number of stamped envelopes and newspaper wrappers furnished during the year ended June 30, 1903.....	\$956, 161, 500
Add 10 per cent for increase	95, 616, 150
Gives estimated number for year ending June 30, 1904.....	1, 051, 777, 650
Add 10 per cent for increase	105, 177, 765
Gives estimated number for year ending June 30, 1905.....	1, 156, 955, 415
Stamped envelopes and wrappers, 1,156,955,415, at 78.08 cents per thousand	903, 350. 78
Or, in round numbers, \$904,000.	

POSTAL CARDS.

The total number of postal cards of all kinds furnished the Department, accepted and paid for during the year ended June 30, 1903, was 867,766,000; cost of manufacture, \$191,183.73, or 22.03 cents per thousand. The number of cards furnished during the fiscal year 1903 was 80.98 per cent more than for the fiscal year 1902, but this large rate of increase was due to the discontinuance of the manufacture of cards for over two months in 1902, pending the starting of the new manufactory in Maine, and it is estimated that 8 per cent yearly will cover the increase for the next two years.

Number of cards furnished during the year ended June 30, 1903.....	867, 766, 000
Add 8 per cent for increase.....	69, 421, 280
Gives estimated number for year ending June 30, 1904.....	937, 187, 280
Add 8 per cent for increase	74, 974, 982
Gives estimated number for year ending June 30, 1905.....	1, 012, 162, 262
Postal cards, 1,012,162,262, at 22.03 cents per thousand.....	222, 979. 34
Or, in round numbers, \$223,000.	

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

There were issued during the year ended June 30, 1903, 122,510,400 of these envelopes, which, at the prices of the new contract of this year, would have cost \$173,971.13, or \$1.42 per thousand. This represents an increase of 17.66 per cent over the issues of the previous year, and the increase for the next two years is estimated at 10 per cent, which, it is believed, will be a sufficient rate.

Number of registered-package, tag, official, and dead-letter envelopes issued during the year ended June 30, 1903.....	122, 510, 400
Add 10 per cent for increase.....	12, 251, 040
Gives estimated number for year ending June 30, 1904.....	134, 761, 440
Add 10 per cent for increase.....	13, 476, 144
Gives estimated number for year ending June 30, 1905.....	148, 237, 584
Registered-package, tag, official, and dead-letter envelopes, 148,237,584, at \$1.42 per thousand.....	\$210, 497. 36
Or in round numbers, \$211,000.	

DIFFERENCE BETWEEN FOREGOING ESTIMATES AND CURRENT APPROPRIATIONS.

Total amount of foregoing estimates for year ending June 30, 1905.....	\$1, 850, 000
Total amount appropriated for year ending June 30, 1904	1, 607, 000
Excess of estimates for 1905 over appropriations for 1904.....	243, 000

Which sum represents—

First. The estimated net increase in cost of manufacture of stamped paper (items 1, 3, and 5)	\$189,000
Second. The estimated increase for distribution of postage stamps, stamped envelopes, and postal cards, and expenses of agencies (items 2, 4, and 6)	6,000
Third. The estimated increase in cost of manufacture of registered-package, tag, official, and dead-letter envelopes.....	48,000
	<u>243,000</u>

Very respectfully,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

Hon. H. C. PAYNE, Postmaster-General.

[NOTE.—The number of official envelopes stated in the foregoing letter to have been issued in 1903 (122,510,400) omits 105,100 No. 10 envelopes, because the No. 10 has since been discontinued. It is stated elsewhere in this report that the total number of registered-package, tag, official, and dead-letter envelopes issued in 1903 was 122,615,500, which includes the No. 10's.]

No. 2.—Statement of the appropriations and expenditures on account of the postal service for the fiscal year ended June 30, 1903.

	Appropriations.	Expended to Sept. 30, 1903.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$7,000.00	\$3,170.41	\$3,829.59
Miscellaneous items.....	1,000.00	881.96	668.04
Postal laws and regulations.....	57,036.57	51,826.48	5,210.09
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters.....	\$20,974,775.97	21,631,724.04	\$656,948.07
Compensation to assistant postmasters at first and second class post-offices.....	1,701,500.00	1,622,730.12	
Compensation to clerks in post-offices.....	\$17,165,024.08	17,140,651.11	
Rent, light, and fuel for first, second, and third class post-offices.....	2,400,000.00	2,360,968.91	\$130,117.29
Miscellaneous and incidental items at first and second class post-offices.....	250,000.00	256,620.96	
Advertising and purchasing newspapers at first and second class post-offices.....	25,000.00	24,632.16	
Cancelling machines.....	190,000.00	195,803.46	
Compensation to assistant superintendents, salary and allowance division.....	14,000.00	14,000.00	
Per diem of assistant superintendents, salary and allowance division.....	10,220.00	7,623.46	2,596.54
City free-delivery service.....	19,505,450.00	19,337,986.00	167,464.00
Rural free-delivery service.....	8,054,400.00	8,011,635.48	42,764.52
Stationery for postal service.....	70,000.00	68,760.66	1,239.34
Wrapping twine and tying devices.....	135,000.00	132,635.47	2,364.53
Wrapping paper.....	40,000.00	39,885.04	164.96
Letter balances, scales, and test weights.....	15,000.00	13,254.80	1,745.20
Post-marking and rating stamps.....	45,000.00	42,572.95	2,427.05
Rubber stamps and type.....	5,000.00	4,012.46	987.54
Packing boxes, sawdust, paste, etc.....	1,500.00	1,482.60	17.40
Printing and cutting facing slips, manifold books, etc.....	50,000.00	46,862.47	3,137.53
Blanks, blank books, etc., for money-order service.....	115,000.00	112,179.20	2,820.80
Rubber and metal stamps, for money-order service.....	8,000.00	7,600.47	399.53
Copying presses, typewriting machines, etc., for money-order service.....	20,000.00	19,751.76	248.24
Exchange on drafts, stationery, etc., for money-order service.....	15,000.00	9,270.46	5,729.54
Miscellaneous items.....	1,000.00	314.20	685.80
Payment of money orders more than one year old.....	141,390.68	141,390.68	

\$25,224.08 saved from appropriation for compensation to postmasters by the consolidation of post-offices transferred to the appropriation for compensation to clerks in post-offices.

^b Expended in excess of appropriation.

^c 5 per cent of these appropriations are available interchangeably, but no appropriation can be increased more than 5 per cent.

No. 2.—Statement of the appropriations and expenditures on account of the postal service for the fiscal year ended June 30, 1903—Continued.

	Appropriations.	Expended to Sept. 30, 1903.	Balance unexpended.
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation:			
Star routes.....	\$6,715,000.00	\$6,561,819.35	\$153,180.65
Steamboat routes.....	676,000.00	634,957.08	41,042.92
Mail messenger.....	1,098,000.00	1,091,259.98	6,740.02
Pneumatic tubes.....	500,000.00	142,867.04	357,132.96
Regulation screen wagon.....	875,000.00	828,707.93	46,292.07
Railroads.....	36,260,000.00	36,195,116.18	64,883.82
Railway post-office cars.....	5,104,960.00	5,083,464.22	71,495.78
Electric and cable cars.....	450,000.00	440,420.41	9,579.59
Special facilities on trunk lines.....	167,728.75	122,347.18	45,381.57
Mail bags and catchers.....	275,000.00	274,219.71	780.29
Mail locks and keys.....	43,000.00	42,534.33	465.67
Mail bag and lock repair shop, etc.....	8,500.00	8,460.23	39.77
Railway mail service.....	11,322,540.00	11,228,845.75	93,694.25
Miscellaneous items.....	1,000.00	995.46	4.54
Foreign mail transportation.....	2,587,000.00	2,427,160.36	159,839.64
Balance due foreign countries.....	170,000.00	153,589.82	16,460.18
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps.....	346,000.00	336,437.10	9,562.90
Distribution of postage stamps.....	12,000.00	11,945.06	54.95
Manufacture of stamped envelopes and newspaper wrappers.....	756,000.00	724,787.37	31,212.63
Distribution of stamped envelopes and newspaper wrappers.....	20,000.00	19,825.72	174.28
Manufacture of postal cards.....	206,000.00	188,865.98	16,134.02
Distribution of postal cards.....	18,000.00	10,883.10	7,116.90
Registered-package tag, official and dead-letter envelopes.....	162,000.00	159,764.82	11,245.18
Ship, steamboat, and way letters.....	1,000.00	804.86	195.14
Indemnity for lost registered letters.....	12,000.00	948.82	11,051.18
Blanks, books, etc., for registry system.....	20,000.00	13,467.20	6,532.80
Counsel—suite, second-class mailing privilege.....	25,000.00	682.49	24,317.51
Miscellaneous items.....	1,000.00	684.89	315.11
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail depredations and post-office inspectors.....	600,000.00	543,976.55	56,023.45
Payment of rewards.....	25,000.00	1,560.00	23,440.00
Miscellaneous items.....	1,000.00	60.00	940.00
Total.....	139,475,026.00	138,491,466.27	1,640,507.80

* This appropriation is a continuing one; \$24,317.51 unexpended balance forwarded to appropriation for 1904.

No. 3.—Statement of the gross postal receipts, by quarters, for the fiscal year ended June 30, 1903, compared with the fiscal years ended June 30, 1902, and June 30, 1901.

	Receipts for the fiscal year 1903.				
	Quarter ended—				Total.
	Sept. 30, 1902.	Dec. 31, 1902.	Mar. 31, 1903.	June, 30, 1903.	
Letter postage paid in money ..	\$59,098.28	\$12,275.46	\$16,305.94	\$98,747.15	\$186,426.83
Box rents and branch offices ..	756,085.33	761,091.45	770,444.10	778,104.18	3,065,676.06
Fines and penalties	9,371.62	12,364.78	11,284.57	13,455.07	46,476.04
Postage stamps, stamped envelopes, postal cards, newspaper wrappers, etc.	27,769,419.84	32,497,165.30	32,736,809.37	30,608,155.19	123,611,549.70
Second-class postage	1,132,341.82	1,309,928.27	1,323,332.33	1,329,777.20	5,095,379.62
Dead letters	3,201.71	6,080.51	7,297.95	4,341.64	20,921.81
Revenue from money-order business	491,970.38	620,844.47	563,924.27	563,169.12	2,239,908.24
Miscellaneous	14,075.39	13,344.47	14,463.89	16,222.19	58,105.94
Total	30,235,514.37	35,233,094.71	35,443,862.42	33,311,971.74	134,224,443.24

No. 3.—*Statement of the gross postal receipts, by quarters, for the fiscal year ended June 30, 1903, etc.—Continued.*

	Receipts for the fiscal year 1902.		Receipts for the fiscal year 1901.		
	Total for 1902.	Increase 1903 over 1902.	Total for 1901.	Increase 1903 over 1901.	Decrease 1903 from 1901.
Letter postage paid in money..	\$123,017.18	\$63,409.65	\$199,412.68	.....	\$12,985.85
Box rents and branch offices...	2,992,085.04	73,590.02	2,915,853.14	\$149,821.92	.....
Fines and penalties.....	45,810.81	665.23	30,829.30	15,646.74	.....
Postage stamps, stamped envelopes, postal cards, newspaper wrappers, etc.....	112,187,120.41	11,324,429.29	102,023,473.03	21,488,076.67	.....
Second-class postage.....	4,541,523.59	558,856.03	4,294,445.73	800,933.89	.....
Dead letters.....	18,429.79	2,492.02	15,592.78	5,329.03	.....
Revenue from money-order business.....	1,889,817.86	350,090.38	1,668,659.29	571,248.95	.....
Miscellaneous.....	60,242.58	7,863.36	52,172.01	5,933.98	.....
Unpaid money orders, more than one year old.....	.....	.....	430,755.43	.....	430,755.43
Total.....	121,848,047.26	12,376,395.96	111,631,198.39	23,086,991.13	443,741.28

Comparison.	Amount.	Per cent.
Postal receipts (including amount derived from money-order business)...	\$134,224,443.24	.....
Increase in postal receipts for 1903, as compared with 1902.....	12,376,395.96	10.16
Increase in postal receipts for 1903, as compared with 1901.....	22,586,249.85	20.23
Postal receipts (excluding amount derived from money-order business)...	131,984,585.00	.....
Increase in postal receipts (excluding amount derived from money-order business) for 1903, as compared with 1902.....	12,026,305.60	10.02
Increase in postal receipts (excluding amount derived from money-order business) for 1903, as compared with 1901.....	22,022,000.90	20.26

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ended June 30, 1903, as compared with the fiscal years ended June 30, 1902, and June 30, 1901.

Items.	Expenditures for the fiscal year 1903.					Total payment for the years ended June 30, 1903.
	Quarter ended—					
	Sept. 30, 1902.	Dec. 31, 1902.	Mar. 31, 1903.	June 30, 1903.		
<i>Office of the Postmaster-General.</i>						
Advertising	\$1,688.57	\$256.23	\$304.84	\$620.77	\$3,370.41	
Miscellaneous items.....	23.27	112.96	38.78	156.96	331.96	
Printing, binding, and wrapping Postal Laws and Regulations.....	51,826.46				51,826.46	
New territory and military postal service.....						
<i>Office of the First Assistant Postmaster-General.</i>						
Compensation to postmasters.....	5,267,773.65	5,440,474.03	5,525,834.78	5,397,641.58	21,681,724.04	
Compensation to assistant postmasters at first and second class post-offices.....	4,065,661.02	4,065,607.10	4,065,423.51	4,065,988.49	16,262,730.12	
Compensation to clerks in post-offices.....	4,286,343.30	4,292,241.25	4,305,806.21	4,307,280.35	17,140,661.11	
Rent, light, and fuel for first, second, and third class post-offices.....	158,983.83	678,061.86	594,061.61	629,861.81	2,060,968.91	
Miscellaneous items, including furniture, at first and second class post-offices.....	102,498.93	61,908.97	60,426.91	41,787.15	226,620.98	
Advertising and purchasing newspapers at first and second class post-offices.....	6,015.53	6,492.46	6,116.06	6,008.11	24,632.16	
Canceled machines.....	47,886.74	51,134.52	49,409.00	47,873.00	196,803.46	
Compensation to assistant superintendent, salary and allowance Division.....	3,500.00	3,500.00	3,664.84	3,835.16	14,000.00	
Per diem allowance to Assistant Superintendents, Salary and Allowance Division.....	1,713.05	1,961.02	2,066.03	1,863.86	7,543.96	
City Free-Delivery Service.....	4,914,356.88	4,886,858.12	4,752,071.26	4,824,094.74	19,327,380.99	
Rural Free-Delivery Service.....	1,774,964.72	1,871,386.74	2,079,366.65	2,868,917.87	8,011,635.48	
Stationery for postal service.....	19,344.20	15,396.95	27,446.57	35,089.28	67,680.66	
Wrapping paper.....	84,476.92	31,696.81	37,039.28	6,572.94	159,785.95	
Letter boxes, scales, and test weights.....	2,119.94	8,407.00	8,682.88	31,421.46	48,632.28	
Post marking and routing stamps.....	3,282.98	2,850.19	6,682.88	10,308.10	23,244.80	
Rubber stamp-plate and type.....	1,077.92	10,065.54	12,267.34	4,572.86	28,776.65	
Printing boxes, sawdust, paste, and hardware.....	1,474.78	983.67	1,287.43	789.11	4,525.00	
Blankets and cutting feeding slips, card slide labels, etc.....	8,303.96	316.70	1,470.80	220.82	10,312.28	
Blanks, blank books, etc., for money-order service.....	82,980.94	17,901.84	16,359.84	4,297.83	112,770.47	
Rubber and metal stamps for money-order service.....	1,820.03	34,914.84	39,987.72	4,516.20	77,600.47	
Copying presses, typewriters, etc., for money-order service.....	15,216.16	2,778.84	2,462.92	1,558.68	19,751.76	
Exchange on drafts, stationery, etc., for money-order service.....	1,869.50	1,296.30	2,683.23	1,586.07	9,270.46	
Miscellaneous items.....	5.00	3,020.72	3,041.38	1,389.86	314.20	
Payment of money orders more than one year old.....	31,316.27	44,969.80	32,275.51	32,829.60	141,390.68	

*Office of the Second Assistant Postmaster-General.**Inland mail transportation:*

Star.....	1,659,312.58	1,616,524.90	1,623,468.84	1,602,513.03	6,561,819.35
Steamboat.....	187,844.74	141,136.73	139,862.41	166,393.20	684,957.06
Mail messenger.....	299,547.84	271,064.54	273,363.87	277,298.73	1,091,256.98
Pneumatic tubes.....	7,666.36	40,788.82	44,604.06	49,802.78	142,867.04
Regulation screen or other wagon service.....	206,573.52	201,619.40	205,776.95	212,738.06	826,707.93
Railroad.....	8,933,505.69	8,979,834.61	9,065,866.09	9,185,909.79	36,195,116.18
Railway post-office car service.....	1,222,398.39	1,240,486.75	1,269,870.75	1,300,708.35	5,083,464.22
Electric and cable cars.....	106,229.52	108,015.50	113,371.66	1,111,903.73	440,420.41
Special facilities, trunk lines.....	32,843.97	84,069.61	80,389.39	25,024.21	11,228,846.75
Mail bags, cord fasteners, label cases, etc.....	96,373.56	79,088.79	61,734.77	45,022.57	122,847.18
Mail locks and keys, chains, etc.....	13,132.89	9,204.53	10,299.97	9,996.04	274,219.71
Mail-bag and mail-lock repair shop.....	2,015.19	1,850.35	2,092.18	2,562.61	42,584.33
Railway-mail service.....	2,713,290.77	2,790,908.74	2,852,926.33	2,871,731.41	8,490.23
Miscellaneous items.....	74.85	132.07	200.29	568.25	11,228,846.75
Transportation of foreign mails.....	592,696.66	644,329.38	677,413.87	612,720.45	2,427,160.36
Balance due foreign countries.....	46.81	112,371.76	40,505.30	613.95	158,539.82
Investigation, pneumatic-tube service.....					

Office of the Third Assistant Postmaster-General.

Manufacture of postage stamps.....	73,996.11	85,305.02	88,797.99	89,336.96	336,437.10
Distribution of postage stamps.....	3,083.90	2,803.68	8,028.57	8,028.90	11,945.05
Manufacture of stamped envelopes and newspaper wrappers.....	161,818.89	181,738.87	198,075.68	183,065.83	724,787.87
Distribution of stamped envelopes and newspaper wrappers.....	4,593.04	4,703.05	5,142.00	5,822.63	19,826.72
Manufacture of postal cards.....	46,990.13	46,645.56	54,527.46	40,702.63	186,855.98
Distribution of postal cards.....	2,512.18	2,198.48	2,871.56	8,310.88	10,883.10
Registered-package, tag, official, and dead-letter envelopes.....	35,830.92	41,063.18	38,979.81	34,960.91	150,754.82
Ship, steamboat, and way letters.....	87.34	60.70	69.40	86.92	304.36
Payment of indemnity for lost registered mail of the first class.....	2,356.12	810.00	237.80	632.26	946.82
Blanks, blank books, etc., for the registry system.....	112.10	36.25	10,294.08	456.30	13,467.20
Miscellaneous items.....			30.24	682.49	634.89
Special counsel—suits, second-class mailing privilege.....					682.49

Office of the Fourth Assistant Postmaster-General.

Mail deprecations and post-office inspectors.....	131,597.06	133,341.43	136,667.82	142,370.74	543,976.55
Payment of rewards.....	700.00			860.00	1,560.00
Miscellaneous items.....			60.00		1,60.00
Total.....	34,018,768.61	34,495,397.99	34,825,444.34	35,151,956.33	138,491,466.27

^a Payments on account of special-delivery service is consolidated with city free-delivery service.

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ended June 30, 1903, as compared with the fiscal years ended June 30, 1902, and June 30, 1901.—Continued.

Items.	Expenditures on account of previous fiscal years.	Expenditures for the fiscal year 1902.			Expenditures for the fiscal year 1901.		
		Total pay- ments to June 30, 1903.	Comparison with 1903.		Total pay- ments to June 30, 1903.	Comparison with 1903.	
			Increase 1903 over 1902.	Decrease 1903 from 1902.		Increase 1903 over 1901.	Decrease 1903 from 1901.
<i>Office of the Postmaster-General.</i>							
Advertising	\$392.44	\$4,062.82		\$912.41	\$1,684.08	\$1,536.33	
Miscellaneous items.	764.15	980.13		648.17	169.02	162.94	
Printing, binding, and wrapping Postal Laws and Regulations.			\$51,826.48		3,000.00	46,826.48	
New territory and military postal service.	142.56	49,637.09		49,637.09	231,183.31		\$231,183.31
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation to postmasters	27.42	20,783,919.97	847,804.07		19,949,514.79	1,682,309.25	
Compensation to assistant postmasters at first and second class post-offices		1,479,674.05	148,056.07		1,389,333.97	283,896.15	
Compensation to clerks in post-offices.	3,466.95	14,436,501.36	2,704,149.75		12,844,707.61	4,296,943.60	
Rent, light, and fuel for first, second, and third class post-offices.	3,111.83	2,125,154.03	255,514.88		1,946,711.76	412,257.15	
Miscellaneous items, including furniture, at first and second class post-offices.	4,279.91	254,744.88	1,876.15		225,022.19	31,568.79	
Advertising and purchasing newspapers at first and second class post-offices.	30.27	22,825.28	1,806.88		20,961.85	3,670.31	
Carreling machines	4,111.15	199,415.40		3,611.94	149,584.48	46,268.96	
Compensation to assist superintendents, salary and allowance division.		16,764.00		2,764.00		14,000.00	
Per diem allowance to assistant superintendent, salary and allow- ance division	4,536.22	17,750,688.54	7,623.46		16,482,741.42	7,623.46	
City free-delivery service	90,283.37	4,068,869.42	8,927,746.06		2,855,244.56	2,855,244.56	
Rural free-delivery service	40.35	69,678.82	718.16		1,763,757.36	6,257,878.12	
Stationery for postal service.		116,707.38	15,028.09		99,696.56		936.89
Wrapping twine.		29,970.32	9,864.72		159,622.76		26,987.29
Letter business, scales, and test weights		12,465.57	789.23		34,996.71	4,838.33	
Post marking and rating stamps		37,446.44	5,126.51		9,964.73	3,290.07	
Rubber stamps and type	1.00	4,594.73		562.27	82,966.75	9,586.20	
Packing boxes, sawdust, paste, and hardware.		1,230.30	262.30		4,012.46	4,012.46	
Printing and cutting facing slips, card and slide labels, etc.	2,799.30	29,393.83	17,479.14		999.72	462.86	
Blank, blank books, etc., for money-order service.		120,752.65	8,573.45		16,996.40	29,844.07	
Rubber and metal stamps for money-order service.		7,024.90	575.67		99,226.66	12,950.54	
Copying presses, typewriters, etc., for money-order service.	184.85	9,951.13	9,800.63		3,356.30	4,244.17	
Exchange on drafts, stationery, etc., for money-order service.	390.87	14,944.45		5,673.99	4,978.69	14,773.07	
Miscellaneous items.			314.20		11,376.58		2,106.12
Payment of money orders more than one year old.		130,365.11	11,025.57		88,164.96	314.20	
						53,225.70	

Office of the Second Assistant Postmaster-General.

Inland mail transportation:					
Star.....	68,580.46	5,784,748.06	777,071.80	5,186,445.70	1,366,873.65
Steamboat.....	35,002.48	601,511.10	33,446.98	517,668.94	117,263.14
Mail messenger.....	1,545.50	1,026,776.20	164,683.78	222,254.00	117,088.80
Pneumatic tubes.....			162,867.04		
Regulation screen or other wagon service.....			1,479,252.12		98,046.25
Railroad.....	798.30	798,423.59	40,264.34	33,527,883.41	2,667,782.17
Railway post-office car service.....	15,864.06	84,716,864.06	1,479,252.12	4,413,229.14	620,265.04
Electric and cable cars.....	10,230.80	4,663,011.37	370,462.85	340,219.64	100,200.77
Special facilities, trunk lines.....	161.65	380,099.70	50,820.71	167,010.40	44,663.22
Mail bags, cord fasteners, label cases, etc.....		273,844.02	375.69	269,908.03	4,825.68
Mail locks and keys, chains, etc.....	.69	42,151.13	383.20	40,866.25	1,976.37
Mail-lug and mail-lock repair shop.....		6,449.67	10.56	6,263.86	196.57
Railway-mail service.....		10,267,926.74	960,919.01	9,076,906.38	1,558,039.17
Miscellaneous items.....	3,398.36	10,267,926.74	2.19	9,076,906.38	25.68
Transportation of foreign mails.....					
Balance the foreign countries.....	14,699.29	2,279,126.31	146,084.06	2,023,426.44	401,754.82
Investigation, pneumatic-tube service.....	12,816.97	154,599.04		144,700.04	8,689.78
Office of the Third Assistant Postmaster-General.					
Manufacture of postage stamps.....		281,922.29	54,514.81	282,613.98	73,823.12
Distribution of postage stamps.....		11,867.78	57.77	11,892.03	13.02
Manufacture of stamped envelopes and newspaper wrappers.....		627,927.30	103,466.67	510,460.63	154,836.95
Distribution of stamped envelopes and newspaper wrappers.....		17,423.06	7,368.67	10,054.39	2,460.16
Manufacture of postal cards.....		11,675.56	7,185.42	154,324.37	32,188.61
Distribution of postal cards.....	1.63	7,549.88	3,383.17	7,964.30	3,188.80
Registered packages, bag official, and dead-letter envelopes.....		126,640.86	24,164.97	113,793.70	87,016.12
Ship, steam boat, and way letters.....		2,097.58	24.80	313.94	14.96
Payment of indemnity for lost registered mail of the first class.....	8,217.15	2,097.58	10,677.50	1,862.07	983.26
Blank letters, etc., for the registry system.....	2,675.50	2,786.70	8.96	496.11	13,467.50
Miscellaneous items.....		631.00	682.49		682.49
Office of the Fourth Assistant Postmaster-General.					
Special counsel—suits, second-class mailing privilege.....					
Mail deprecations and post-office inspectors.....	261.13	629,357.34	14,619.21	492,859.27	51,117.28
Payment of rewards.....	13,750.00	12,100.00		14,100.00	
Miscellaneous items.....			60.00		60.00
Total.....	293,021.70	124,666,251.50	13,989,168.22	115,396,094.55	28,498,906.50

a Payments on account of special delivery service for 1901 and 1902 are consolidated with city free-delivery service.

Comparison of expenditures.

Comparison of receipts and expenditures.

Increase over fiscal year 1902.....	\$13,825,214.77	Expenditures for fiscal year 1903.....	\$138,491,466.27
Increase over fiscal year 1901.....	28,094,771.72	Receipts for fiscal year 1903.....	184,224,443.24
Expenditures on account of transportation of domestic mails:			
For fiscal year 1901.....	46,083,089.13	Excess of expenditures for the fiscal year 1903.....	4,267,023.08
For fiscal year 1902.....	48,120,914.85	Expenditures on account of previous fiscal years.....	298,021.70
For fiscal year 1903.....	61,050,969.37		
Increase over fiscal year 1901.....	4,957,920.24	Total excess of expenditures during fiscal year 1903.....	4,560,044.78
Increase over fiscal year 1902.....	2,880,044.52		

TABLE 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1903, compared with those of the previous fiscal year.

	Net deposit.	Transfer account.		Aggregate accumulation.
		To—	From—	
Treasurer United States, Washington, D. C.	\$2,785,744.96			
Assistant treasurer United States:	1,072,814.02	\$30,800.58	\$3,000,000.00	\$3,888,859.58
Baltimore, Md.	677,218.51	1,800,000.00		2,477,218.51
Boston, Mass.	4,283,605.11		2,600,000.00	4,283,605.11
Chicago, Ill.	11,909,340.19		1,100,000.00	11,909,340.19
Cincinnati, Ohio	3,142,998.28		800,000.00	3,142,998.28
New Orleans, La.	1,950,852.63		800,000.00	1,950,852.63
New York, N. Y.	18,462,089.23	8,100,000.00		21,562,089.23
Philadelphia, Pa.	4,849,333.25	1,700,000.00		6,549,333.25
San Francisco, Cal.	2,312,516.66		300,000.00	2,312,516.66
St. Louis, Mo.	8,960,292.56	1,000,000.00		4,960,292.56
Designated national banks	27,844.77		30,300.58	27,844.77
Total	55,434,650.19	7,630,300.58	7,630,300.58	63,064,950.77
	55,101,466.36			
Net increase	333,183.83			

	Comparison of receipts with those of the previous fiscal year.		Amount of warrants issued for 1903 compared with those issued for the previous fiscal year.		
	Increase.	Decrease.	Warrants issued for 1903.	Increase.	Decrease.
Treasurer United States, Washington, D. C.	\$326,899.12	\$96,329.36	\$835,419.56		\$53,001.06
Assistant treasurer United States:					
Baltimore, Md.	36,881.19		2,388,767.98	\$31,174.23	
Boston, Mass.	69,828.49		1,719,556.05		72,792.63
Chicago, Ill.	404,141.48		11,559,021.99	193,118.46	
Cincinnati, Ohio	125,187.67		2,587,085.45		550,815.33
New Orleans, La.	240,056.77		1,797,217.48	192,579.61	
New York, N. Y.		1,710,270.26	22,138,338.05	1,378,857.53	
Philadelphia, Pa.	183,844.37		6,370,546.72	248,866.45	
San Francisco, Cal.	344,417.84		2,180,074.02	256,692.71	
St. Louis, Mo.	411,068.80		4,850,205.15	142,229.02	
Designated national banks		2,536.78			
Total	2,142,320.23	1,809,136.40	56,366,182.40	2,443,518.01	676,609.02
	1,809,136.40		54,599,273.41	676,609.02	
Net increase	333,183.83		1,766,908.99	1,766,908.99	

	Amount of warrants paid during 1903.	Balance on hand June 30, 1903.	Amount of warrants outstanding June 30, 1903.	Balance subject to draft June 30, 1903.
Treasurer United States, Washington, D. C.	\$836,755.88	\$286,414.06	\$6,092.18	\$280,321.87
Assistant treasurer United States:				
Baltimore, Md.	2,383,276.33	226,481.06	5,907.74	220,573.34
Boston, Mass.	1,718,500.88	1,130,931.85	6,420.65	1,124,511.20
Chicago, Ill.	11,555,833.04	2,242,204.55	43,724.28	2,196,480.27
Cincinnati, Ohio	2,592,957.68	926,276.30	8,202.37	918,078.93
New Orleans, La.	1,794,964.77	318,197.79	20,056.34	298,141.45
New York, N. Y.	22,167,625.00	2,091,766.26	50,689.38	2,041,076.88
Philadelphia, Pa.	6,372,242.68	884,365.30	5,177.87	879,187.43
San Francisco, Cal.	2,116,952.03	347,652.43	86,653.90	260,998.53
St. Louis, Mo.	4,837,059.64	659,168.79	77,788.37	581,380.42
Designated national banks		7,766.09		7,766.09
Old accounts		37,277.06		37,277.06
Total	56,376,167.93	9,158,501.55	310,713.08	8,847,788.47

a Grants from the general Treasury on account of deficiency in the postal revenue

b Increase in grants.

Balance on hand June 30, 1902	\$10,101,519.29
Counter entry on account of previous fiscal year.....	1,500.00
	10,100,019.29
Receipts during fiscal year 1903.....	56,434,650.19
	65,534,669.48
Warrants paid during fiscal year 1903.....	56,376,167.93
	9,158,501.55
Warrants outstanding June 30, 1903	\$10,713.08
Balance subject to warrant June 30, 1903.....	8,847,788.47

No. 6.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued, by quarters, during the fiscal year ended June 30, 1903.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1902.	Dec. 31, 1902.	Mar. 31, 1903.	June 30, 1903.	
1-cent	290,288,600	362,648,100	350,143,100	874,215,000	1,377,294,800
2-cent	784,811,800	874,321,000	918,588,100	901,808,100	3,479,529,000
2-cent in stamp books	36,570,720	41,323,080	46,860,720	45,250,200	170,004,720
3-cent	7,111,700	10,282,100	13,651,500	9,421,500	40,476,800
4-cent	9,294,300	11,891,400	14,458,300	12,484,400	48,128,900
5-cent	17,490,100	19,512,700	21,609,100	20,056,700	78,668,600
6-cent	3,001,800	3,445,300	4,219,400	3,456,400	14,622,800
8-cent	4,011,200	6,169,700	6,108,600	5,802,700	22,092,200
10-cent	6,766,500	9,217,000	8,286,400	8,245,700	32,495,700
13-cent		1,335,400	802,800	409,800	3,148,000
15-cent	547,960	1,429,940	1,120,560	661,320	3,758,880
50-cent	59,400	66,780	52,310	76,780	265,270
1-dollar	8,685	13,185	13,340	17,515	52,675
2-dollar	520	1,005	1,380	2,520	5,405
1-dollar	195	945	1,895	2,330	5,365
10-cent special delivery.....	2,375,390	2,733,190	2,222,960	2,849,410	10,180,950
Total	1,162,338,820	1,345,490,425	1,388,140,445	1,384,760,375	5,280,730,065
Value	\$22,327,901.40	\$26,143,721.60	\$26,998,965.40	\$26,474,350.00	\$101,944,938.40

STAMP BOOKS.

STAMP BOOKS ISSUED.

Books of 12 stamps.....	1,521,260	1,695,990	1,943,520	1,860,890	7,021,660
Books of 24 stamps.....	440,230	494,440	555,590	562,200	2,042,460
Books of 48 stamps.....	161,460	189,680	212,590	201,390	765,120
Total	2,122,950	2,380,110	2,711,700	2,614,480	9,829,240
Value	\$752,643.90	\$850,262.70	\$964,331.40	\$931,148.80	\$3,498,386.80

NUMBER AND VALUE OF STAMPS IN STAMP BOOKS.

Number	36,570,720	41,823,080	46,860,720	45,250,200	170,004,720
Value.....	\$731,414.40	\$826,461.60	\$987,214.40	\$905,004.00	\$3,400,094.40

POSTAGE-DUE STAMPS.

1-cent	1,828,200	1,224,700	1,819,600	1,187,800	5,060,300
2-cent	3,960,200	3,478,200	4,269,000	4,048,800	15,746,200
3-cent	71,600	85,900	117,100	72,400	347,000
5-cent	194,100	270,400	202,600	208,900	876,000
10-cent	714,900	584,550	785,050	734,800	2,819,300
30-cent	1,600	710	2,560	1,560	6,430
50-cent	2,250	210	1,780	1,310	5,550
Total	6,272,850	5,644,670	6,687,690	6,255,570	24,860,780
Value	\$177,434	\$156,681	\$192,182	\$180,074	\$706,371

a First issue November 18, 1902.

No. 6.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards issued, by quarters, during the fiscal year ended June 30, 1903—Continued.*

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1902.	Dec. 31, 1902.	Mar. 31, 1903.	June 30, 1903.	
1-cent	11,748,000	14,661,000	13,585,250	12,900,000	52,894,250
2-cent	54,415,750	62,513,000	61,800,750	56,119,750	234,849,250
4-cent	43,000	8,500	24,000	36,500	112,000
5-cent	43,500	84,250	86,750	40,250	254,750
1-cent wrappers	10,802,750	8,655,250	11,806,500	9,268,250	40,031,750
2-cent wrappers	569,750	615,500	2,213,750	764,750	4,163,750
4-cent wrappers ^a			232,250	13,000	245,250
Total	77,622,750	86,537,500	88,748,250	79,142,500	332,061,000
Value	\$1,423,914.09	\$1,607,722.99	\$1,638,025.05	\$1,355,743.03	\$6,025,405.16

SPECIAL REQUEST STAMPED ENVELOPES.

1-cent	7,138,500	8,016,000	9,838,500	7,769,500	32,262,500
2-cent	134,271,000	148,865,500	155,152,250	145,436,250	588,725,000
4-cent	56,000	47,500	104,000	52,000	259,500
5-cent	100,500	85,000	81,500	89,000	356,000
Total	141,566,000	157,014,000	164,676,250	153,346,750	616,603,000
Value	\$2,942,821.76	\$3,261,921.94	\$3,418,480.11	\$3,187,648.24	\$12,805,822.05

POSTAL CARDS.

A, 1-cent	4,500	40,500	102,000	87,000	184,000
D, 1-cent, double	3,286,250	3,438,250	2,681,250	3,874,250	13,226,000
E, 2-cent	199,650	265,000	329,700	210,600	1,004,950
F, 2-cent, double	6,750	5,500	2,000	1,250	15,500
H, 1-cent	15,797,500	82,500			15,880,000
K, 1-cent	1,130,000	451,000	379,500	262,500	2,223,000
McKinley, 1-cent	171,911,000	205,862,000	208,136,500	152,226,000	738,125,500
Total	192,285,650	210,129,750	211,630,950	156,611,600	770,657,950
Value	\$1,957,418.00	\$2,138,445.00	\$2,146,479.00	\$1,607,002.00	\$7,849,344.00

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	5,100,544,395	\$97,526,749.00
Postage stamps in stamp books	170,004,720	3,400,094.40
Stamp books	9,829,240	98,292.40
Special-delivery stamps	10,180,960	1,018,066.00
Postage-due stamps	24,860,780	706,371.00
Ordinary stamped envelopes	287,610,250	5,494,354.76
Special-request stamped envelopes	616,608,000	12,805,822.05
Newspaper wrappers	44,440,750	581,050.40
Postal cards	770,657,950	7,849,344.00
Aggregate	7,084,782,035	129,430,178.01

^a First issue, January 2, 1903.

No. 7.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1903.*

Denomination.	Ordinary, special-delivery, and postage-due stamps.	Stamped envelopes and newspaper wrappers.	Postal cards, not including those shipped to subagencies.	Total.
1-cent	1,382,355.100	125,188,500	769,687,500	2,277,181,100
2-cent	3,496,276.200	822,238,000	1,020,450	4,318,533,650
2-cent, in stamp books	170,004.730			170,004,720
3-cent	40,828.800			40,828,800
4-cent	48,128.800	616,750		48,745,550
5-cent	79,541.800	610,750		80,152,550
6-cent	14,622.800			14,622,800
8-cent	22,092.800			22,092,800
10-cent	45,498.800			45,498,850
13-cent	5,148.800			5,148,000
15-cent	8,758.800			8,758,880
30-cent	6.430			6,430
50-cent	279.800			279,820
1-dollar	52,675			52,675
2-dollar	5,405			5,405
5-dollar	5,865			5,865
Total	5,805,590,845	948,654,000	770,657,950	7,024,902,795
Value	\$102,651,309.40	\$18,831,227.21	\$7,849,344.00	\$129,331,880.61

No. 8.—*Statement showing increase in the issue of postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ended June 30, 1903, as compared with the issue of the preceding year.*

Articles.	Number.		Increase.	Per cent of increase.	
	1902.	1903.		1902.	1903.
Ordinary postage stamps	4,369,130,335	5,100,544,395	740,414,060	9.89	16.98
Pan-American postage stamps	136,686,900	(a)	b 136,686,900	b 27.05	b 100
Postage stamps in stamp books	124,468,488	170,004,720	45,536,232	47.41	36.58
Special-delivery stamps	8,701,750	10,180,950	1,479,200	19.31	17
Postage-due stamps	24,043,290	24,860,780	817,490	9.23	3.41
Ordinary stamped envelopes	268,637,500	287,610,250	19,072,750	6.68	7.10
Special request stamped envelopes	549,062,000	616,608,000	71,541,000	13.51	13.12
Newspaper wrappers	39,528,500	44,440,750	4,912,250	b 8.42	12.43
Postal cards	547,204,090	770,657,950	223,453,860	b 17.04	40.83
Total	6,064,362,858	7,024,902,795	970,539,942	6.19	16.08
Add stamp books	7,093,274	9,829,240	2,735,966	50.97	38.58
Grand total	6,061,456,127	7,034,732,035	973,275,908	6.23	16.05

Articles.	Value.		Increase.	Per cent of increase.	
	1902.	1903.		1902.	1903.
Ordinary postage stamps	\$83,223,506.00	\$97,526,749.00	\$14,303,243.00	9.73	17.19
Pan-American postage stamps	2,747,513.00	(a)	b 2,747,513.00	b 28.62	b 100
Postage stamps in stamp books	2,489,369.76	3,400,091.40	910,724.64	47.41	36.58
Special-delivery stamps	870,175.00	1,018,095.00	147,920.00	19.31	17
Postage-due stamps	642,621.00	706,371.00	63,750.00	11.90	9.91
Ordinary stamped envelopes	5,232,636.66	5,494,354.76	261,718.10	6.87	5.01
Special request stamped envelopes	11,386,196.90	12,805,822.05	1,469,625.15	13.57	12.96
Newspaper wrappers	460,966.00	531,050.40	70,084.40	b 3.58	15.20
Postal cards	5,591,636.40	7,849,344.00	2,257,707.60	b 16.49	40.37
Total	112,594,620.72	129,331,880.61	16,737,259.89	7.50	14.87
Add stamp books	70,932.74	98,292.40	27,359.66	50.97	38.58
Grand total	112,665,553.46	129,430,173.01	16,764,619.55	7.52	14.88

a No issue in fiscal year 1903.

b Decrease.

No. 9.—A comparative statement of second-class matter mailed and postage collected thereon at the 45 largest post-offices during the two fiscal years ending June 30, 1902 and 1903.

Offices.	Year ended June 30, 1902.		Year ended June 30, 1903.		Increase.			Per cent of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage collected.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>			
New York.....	102,050,297	\$1,020,502.97	110,783,493	\$1,107,834.93	8,733,196	\$87,331.96	8.557	21.741
Chicago, Ill.....	58,087,660	580,876.60	59,317,192	593,171.92	1,229,532	12,295.32	2.116	11.611
St. Louis, Mo.....	22,793,031	227,930.31	27,635,348	276,335.48	4,842,317	48,423.17	21.244	5.423
Philadelphia, Pa.....	23,530,534	235,305.34	26,850,233	268,502.33	3,319,699	33,196.99	14.108	6.269
Boston, Mass.....	19,174,162	191,741.62	21,593,236	215,932.36	2,419,074	24,190.74	12.616	4.237
Kansas City, Mo.....	12,927,161	129,271.61	15,312,852	153,128.52	2,385,691	23,856.91	18.454	3.005
Minneapolis, Minn.....	9,936,278	99,362.78	11,204,358	112,043.58	1,268,080	12,680.80	12.762	2.198
Cincinnati, Ohio.....	9,636,396	96,363.96	10,658,428	106,584.28	1,022,032	10,220.32	10.605	2.091
Augusta, Me.....	8,544,952	85,449.52	8,775,794	87,757.94	230,842	2,308.42	2.701	1.722
St. Paul, Minn.....	6,264,399	62,643.99	7,746,469	77,464.69	1,482,070	14,820.70	23.658	1.320
Milwaukee, Wis.....	6,593,563	65,935.63	7,650,532	76,505.32	1,056,969	10,569.69	16.030	1.501
San Francisco, Cal.....	6,517,415	65,174.15	7,266,750	72,667.50	749,335	7,493.35	11.497	1.426
Detroit, Mich.....	5,855,000	58,550.00	7,075,202	70,752.02	1,220,202	12,202.02	20.840	1.388
Pittsburg, Pa.....	5,793,319	57,933.19	6,619,251	66,192.51	825,932	8,259.32	14.256	1.299
Cleveland, Ohio.....	5,294,532	52,935.32	6,090,003	60,900.03	796,471	7,964.71	15.046	1.195
Atlanta, Ga.....	4,406,474	44,064.74	5,565,883	55,658.83	1,159,409	11,594.09	26.311	1.092
Des Moines, Iowa.....	4,508,179	45,081.79	5,482,291	54,822.91	974,112	9,741.12	21.607	1.072
Lincoln, Nebr.....	4,389,594	43,895.94	5,312,030	53,120.30	922,442	9,224.42	21.014	1.046
Baltimore, Md.....	4,048,260	40,482.60	4,884,364	48,843.64	836,104	8,361.04	20.653	.958
Omaha, Nebr.....	4,114,015	41,140.15	4,602,761	46,027.61	488,746	4,887.46	11.880	.903
Denver, Colo.....	3,763,682	37,636.82	4,295,306	42,953.06	531,624	5,316.24	14.125	.842
Springfield, Mass.....	3,712,497	37,124.97	4,125,127	41,251.27	412,630	4,126.30	11.114	.809
Springfield, Ohio.....	3,874,305	38,743.05	4,115,949	41,159.49	241,644	2,416.44	6.237	.807
Indianapolis, Ind.....	3,198,635	31,986.35	4,045,898	40,458.98	847,263	8,472.63	26.488	.794
Elgin, Ill.....	2,578,680	25,786.80	3,664,193	36,641.93	1,085,513	10,855.13	42.095	.719
Washington, D. C.....	2,904,414	29,044.14	3,383,583	33,835.83	479,169	4,791.69	16.497	.664
Nashville, Tenn.....	2,462,980	24,629.80	3,009,033	30,090.33	546,053	5,460.53	22.170	.590
Dallas, Tex.....	2,556,640	25,566.40	2,711,407	27,114.07	154,767	1,547.67	6.053	.532
Louisville, Ky.....	2,453,876	24,538.76	2,636,170	26,361.70	182,294	1,822.94	7.428	.517
Buffalo, N. Y.....	1,914,240	19,142.40	2,295,394	22,953.94	381,154	3,811.54	19.911	.450
New Orleans, La.....	2,127,999	21,279.99	2,233,270	22,332.70	105,271	1,052.71	4.946	.438
St. Joseph, Mo.....	1,288,810	12,888.10	2,121,862	21,218.62	833,052	8,330.52	64.637	.416
Williamsport, Pa.....	1,411,689	14,116.89	2,016,891	20,168.91	605,202	6,052.02	42.870	.395
Columbus, Ohio.....	1,512,184	15,121.84	1,983,844	19,838.44	471,660	4,716.60	31.190	.389
Toledo, Ohio.....	1,824,477	18,244.77	1,969,486	19,694.86	145,009	1,450.09	7.947	.386
Topeka, Kans.....	1,651,499	16,514.99	1,954,532	19,545.32	303,033	3,030.33	18.348	.383
Seattle, Wash.....	1,224,855	12,248.55	1,872,327	18,723.27	647,472	6,474.72	52.861	.367
Memphis, Tenn.....	1,411,782	14,117.82	1,840,065	18,400.65	428,283	4,282.83	30.336	.361
Richmond, Va.....	1,386,971	13,869.71	1,649,299	16,492.99	262,328	2,623.28	18.913	.323
Rochester, N. Y.....	1,125,695	11,256.95	1,440,524	14,405.24	314,829	3,148.29	27.967	.282
Salt Lake City, Utah.....	1,224,905	12,249.05	1,352,884	13,528.84	127,979	1,279.79	10.448	.265
Houston, Tex.....	1,097,082	10,970.82	1,309,464	13,094.64	212,382	2,123.82	19.358	.256
Los Angeles, Cal.....	1,187,596	11,875.96	1,259,505	12,595.05	71,909	719.09	6.055	.247
Brooklyn, N. Y.....	1,014,370	10,143.70	1,030,961	10,309.61	16,591	165.91	7.550	.214
Utica, N. Y.....	1,017,091	10,170.91	990,611	9,906.11	26,480	264.80	2.603	.194
Total.....	371,391,175	3,743,911.75	419,794,064	4,197,940.64	48,552,889	484,028.89	12.127	82.387+

a Decrease.

No. 10.—Number of registered letters and parcels transmitted through the mails from each State and Territory of the United States during the fiscal year ended June 30, 1903.

States and Territories.	Six months ended December 31, 1902.					Total letters and parcels registered for six months ended December 31, 1902.
	Domestic.		Foreign.		Free.	
	Letters.	Parcels.	Letters.	Parcels.		
Alabama.....	152,371	25,182	2,097	208	16,128	195,986
Alaska.....	11,878	3,558	1,723	206	1,265	18,325
Arizona.....	29,974	8,977	3,996	259	3,798	46,404
Arkansas.....	181,872	21,457	1,640	127	14,462	169,556
California.....	246,483	113,241	58,087	10,241	45,769	473,721
Colorado.....	103,288	35,685	10,622	1,670	11,909	168,174
Connecticut.....	181,668	28,218	25,118	1,552	198,609	385,090
Delaware.....	18,451	2,142	898	37	1,281	22,809
District of Columbia.....	55,121	17,797	3,871	1,818	510,625	599,252
Florida.....	81,654	15,866	3,639	430	9,291	110,380
Georgia.....	162,926	27,065	2,017	396	15,696	208,120
Guam.....	250	345	33	7		642
Hawaii.....	14,061	5,438	6,086	454	1,825	27,814
Idaho.....	55,576	11,194	1,854	153	5,689	74,466
Illinois.....	460,561	310,613	69,642	14,550	70,381	925,747
Indiana.....	184,677	40,506	6,460	1,240	21,794	254,677
Indian Territory.....	57,511	6,274	959	22	5,170	69,986
Iowa.....	155,275	51,281	7,415	875	23,512	238,358
Kansas.....	99,523	31,841	3,960	475	19,108	154,907
Kentucky.....	179,151	39,948	2,168	379	14,875	236,516
Louisiana.....	163,653	25,271	10,688	1,042	16,002	216,656
Maine.....	143,544	19,287	9,439	442	13,591	186,308
Maryland.....	145,815	17,588	6,160	752	13,390	183,706
Massachusetts.....	384,799	79,581	96,831	9,349	39,049	609,599
Michigan.....	199,156	50,465	24,840	2,704	33,214	310,379
Minnesota.....	136,891	31,034	17,238	1,330	21,120	207,613
Mississippi.....	117,302	13,924	833	133	13,591	145,783
Missouri.....	289,913	83,042	14,130	3,787	105,229	496,101
Montana.....	60,819	14,994	7,067	581	5,189	88,650
Nebraska.....	60,166	19,594	3,747	491	12,592	98,590
Nevada.....	18,293	3,490	1,774	107	1,991	26,665
New Hampshire.....	68,669	6,306	6,544	292	5,582	87,393
New Jersey.....	246,985	29,511	51,824	3,217	17,272	348,809
New Mexico.....	29,266	6,306	988	160	2,960	39,680
New York.....	1,220,854	294,925	324,407	74,648	140,194	2,065,029
North Carolina.....	127,446	14,101	448	119	12,313	154,427
North Dakota.....	62,421	7,144	4,513	255	7,681	82,014
Ohio.....	338,062	67,909	30,784	4,443	62,983	504,131
Oklahoma.....	74,964	8,690	516	28	7,328	91,526
Oregon.....	67,149	17,207	6,306	462	9,697	100,820
Pennsylvania.....	726,066	95,580	127,660	16,532	83,810	1,049,648
Porto Rico.....	24,909	6,156	5,388	635	3,100	40,188
Rhode Island.....	59,516	19,110	14,228	1,532	3,548	97,984
Samoa.....	191	48	61	7	9	311
South Carolina.....	69,876	7,910	391	62	7,996	86,235
South Dakota.....	39,686	7,586	2,770	229	7,679	57,950
Tennessee.....	121,872	18,694	1,369	337	11,273	158,545
Texas.....	208,550	39,875	8,916	1,686	35,123	294,150
Utah.....	38,188	9,370	3,319	343	4,160	55,380
Vermont.....	47,743	6,702	4,353	125	4,833	63,756
Virginia.....	184,208	23,000	2,285	506	13,951	223,950
Washington.....	106,481	27,471	13,079	2,767	14,428	164,196
West Virginia.....	154,370	9,020	8,784	318	11,552	183,044
Wisconsin.....	126,983	31,885	12,446	2,462	24,006	197,752
Wyoming.....	29,911	5,782	1,696	125	2,506	40,020
Total.....	8,280,803	2,200,897	1,032,401	167,097	1,760,086	13,105,084

No. 10.—*Number of registered letters and parcels transmitted through the mails from each State and Territory of the United States, etc.—Continued.*

States and Territories.	Six months ended June 30, 1908.					Total letters and parcels registered for 6 months ended June 30, 1903.
	Domestic.		Foreign.		Free.	
	Letters.	Parcels.	Letters.	Parcels.		
Alabama.....	153,045	15,778	2,255	208	16,124	187,410
Alaska.....	7,950	1,940	1,168	144	920	12,122
Arizona.....	29,886	7,067	4,011	215	3,782	44,981
Arkansas.....	139,178	11,457	1,558	87	15,017	167,297
California.....	242,621	78,666	53,342	8,687	47,721	431,037
Colorado.....	99,188	19,511	9,022	1,247	12,028	140,946
Connecticut.....	126,391	22,448	26,137	1,570	183,880	359,926
Delaware.....	18,467	1,187	906	52	1,289	21,841
District of Columbia.....	56,732	13,923	4,447	1,791	509,980	586,823
Florida.....	91,356	11,763	3,911	383	10,061	117,474
Georgia.....	151,776	16,992	1,500	228	15,480	186,926
Guam.....	282	194	44	6	27	553
Hawaii.....	14,696	3,468	6,981	219	2,079	27,415
Idaho.....	50,701	6,968	1,421	112	5,311	64,516
Illinois.....	460,264	225,827	69,042	10,242	69,578	834,953
Indiana.....	174,923	26,813	5,164	1,105	24,690	232,696
Indian Territory.....	57,837	3,925	857	30	6,186	68,785
Iowa.....	141,267	32,928	5,131	732	25,733	205,791
Kansas.....	78,947	16,880	2,787	281	20,835	119,730
Kentucky.....	178,594	24,498	1,568	291	13,764	213,730
Louisiana.....	184,666	20,280	11,022	1,199	16,786	233,978
Maine.....	135,612	12,949	8,066	303	12,413	169,343
Maryland.....	143,766	12,566	6,045	508	13,815	176,720
Massachusetts.....	381,744	62,197	96,759	8,469	42,173	591,342
Michigan.....	202,177	37,879	24,864	2,493	35,712	303,115
Minnesota.....	139,657	25,070	18,334	1,024	22,770	206,855
Mississippi.....	137,222	11,467	898	75	14,127	163,789
Missouri.....	278,755	68,202	15,341	3,808	110,297	476,398
Montana.....	56,746	10,207	6,324	318	6,384	79,979
Nebraska.....	64,864	14,421	3,547	375	13,482	96,629
Nevada.....	18,562	2,722	1,841	141	2,173	25,439
New Hampshire.....	64,095	4,346	6,201	231	5,948	80,821
New Jersey.....	230,040	23,331	58,984	3,345	19,172	329,672
New Mexico.....	32,187	4,692	948	96	3,340	41,263
New York.....	1,204,268	258,560	345,809	87,441	150,350	2,046,428
North Carolina.....	143,792	13,370	390	47	13,414	171,013
North Dakota.....	53,473	5,466	4,081	193	6,926	70,089
Ohio.....	348,204	54,538	34,281	3,679	62,628	503,330
Oklahoma.....	79,096	6,416	582	67	9,145	95,255
Oregon.....	67,518	12,683	5,546	207	10,404	96,368
Pennsylvania.....	792,469	79,569	154,728	18,574	96,090	1,141,430
Porto Rico.....	27,044	5,454	5,792	566	3,425	42,281
Rhode Island.....	57,287	18,320	14,861	1,593	8,991	96,052
Samoa.....	201	24	26	9	10	270
South Carolina.....	70,958	7,589	484	88	7,820	86,939
South Dakota.....	36,706	7,106	2,570	163	7,230	53,537
Tennessee.....	145,998	16,467	1,232	304	13,128	177,129
Texas.....	222,952	35,319	8,852	1,541	84,417	303,081
Utah.....	38,828	7,022	3,455	275	5,001	54,061
Vermont.....	47,168	5,068	4,335	150	5,528	62,249
Virginia.....	202,025	19,322	2,355	408	15,171	229,311
Washington.....	106,735	17,946	11,393	1,332	14,903	152,609
West Virginia.....	185,342	7,597	5,305	320	12,706	211,270
Wisconsin.....	133,980	23,209	12,987	2,298	24,635	197,039
Wyoming.....	29,148	4,279	1,649	74	2,440	37,590
Total.....	8,336,699	1,458,006	1,076,047	169,839	1,801,739	12,842,830

No. 10.—Number of registered letters and parcels transmitted through the mails from each State and Territory of the United States, etc.—Continued.

States and Territories.	Totals for year ended June 30, 1903.					Grand total of letters and parcels registered for year ended June 30, 1903.
	Domestic.		Foreign.		Free.	
	Letters.	Parcels.	Letters.	Parcels.		
Alabama.....	306,416	40,960	4,352	416	32,252	383,996
Alaska.....	19,828	5,493	2,891	350	2,185	30,747
Arizona.....	50,860	16,064	7,407	474	7,580	91,386
Arkansas.....	271,050	32,914	3,198	214	29,479	336,855
California.....	489,064	191,907	111,879	18,928	98,490	904,758
Colorado.....	202,426	55,196	19,644	2,917	28,987	304,120
Connecticut.....	257,984	50,666	51,265	8,122	381,969	745,016
Delaware.....	86,908	3,829	1,804	89	2,520	44,650
District of Columbia.....	111,858	81,720	8,318	3,609	1,020,555	1,178,055
Florida.....	178,010	27,129	7,550	813	19,352	227,864
Georgia.....	314,702	44,077	3,517	624	31,126	394,046
Guam.....	582	589	77	13	34	1,195
Hawaii.....	28,759	8,926	12,967	678	3,904	55,229
Idaho.....	106,277	18,162	5,278	265	11,000	138,982
Illinois.....	920,825	536,440	138,694	24,792	139,959	1,760,700
Indiana.....	359,600	67,819	11,624	2,345	46,484	487,872
Indian Territory.....	115,848	10,199	1,816	52	11,306	138,721
Iowa.....	296,542	84,209	12,546	1,607	49,245	444,149
Kansas.....	178,470	48,721	6,747	756	39,943	274,637
Kentucky.....	357,745	64,446	8,746	670	28,639	455,246
Louisiana.....	348,339	45,551	21,710	2,241	32,788	450,629
Maine.....	279,156	32,286	17,505	745	26,004	355,646
Maryland.....	289,581	30,174	12,205	1,260	27,205	360,425
Massachusetts.....	766,538	141,778	198,590	17,818	81,222	1,200,941
Michigan.....	401,883	88,344	49,694	5,197	68,926	618,494
Minnesota.....	276,548	56,104	35,572	2,854	43,890	414,468
Mississippi.....	254,524	25,891	1,781	208	27,718	309,672
Missouri.....	568,668	151,244	29,471	7,590	215,526	972,499
Montana.....	117,565	25,201	13,891	899	11,573	168,629
Nebraska.....	126,020	34,015	7,294	866	26,024	198,219
Nevada.....	36,855	6,212	3,615	248	4,164	51,094
New Hampshire.....	132,764	10,652	12,745	528	11,580	168,214
New Jersey.....	477,025	52,842	105,808	6,562	36,444	678,681
New Mexico.....	61,453	10,998	1,936	256	6,300	80,948
New York.....	2,425,122	558,486	670,216	162,089	290,544	4,101,457
North Carolina.....	271,238	27,471	838	166	25,727	325,440
North Dakota.....	115,894	12,610	8,644	448	14,607	152,108
Ohio.....	686,286	122,447	65,065	8,122	125,561	1,007,461
Oklahoma.....	154,059	15,106	1,048	95	16,473	186,781
Oregon.....	124,667	29,680	11,851	669	20,101	197,178
Pennsylvania.....	1,518,535	175,149	282,388	35,106	179,900	2,191,078
Porto Rico.....	51,958	11,610	11,180	1,201	6,525	82,469
Rhode Island.....	116,783	37,430	29,109	3,125	7,539	198,966
Samoa.....	392	67	87	16	19	581
South Carolina.....	140,834	15,499	875	150	15,816	178,174
South Dakota.....	76,394	14,752	5,340	392	14,999	111,787
Tennessee.....	267,870	35,161	2,601	641	24,401	330,674
Texas.....	431,502	75,194	17,768	3,227	69,540	597,331
Utah.....	76,516	16,392	6,774	618	9,161	109,461
Vermont.....	94,911	11,770	8,688	275	10,361	126,005
Virginia.....	386,233	42,322	4,670	914	29,122	463,261
Washington.....	213,196	45,417	24,472	4,589	29,331	317,005
West Virginia.....	343,712	16,617	9,069	638	24,268	394,314
Wisconsin.....	260,818	55,094	25,433	4,760	48,691	394,791
Wyoming.....	59,069	10,061	8,345	199	4,946	77,610
Total.....	16,567,502	3,372,708	2,108,448	386,936	3,561,825	25,947,414

No. 10.—Number of registered letters and parcels transmitted through the mails from each State and Territory of the United States, etc.—Continued.

States and Territories.	Fees received.	Increase.			
		Letters and parcels.	Fees.	Per cent.	
				Letters and parcels.	Fees.
Alabama	\$28,091.52	17,528	\$1,880.72	4.78	7.17
Alaska	2,284.96	1,361	82.72	4.63	3.76
Arizona	6,704.40	8,598	526.64	10.38	8.52
Arkansas	24,590.08	29,063	2,473.68	9.44	11.18
California	64,901.44	138,267	10,104.16	18.03	18.43
Colorado	22,414.64	40,145	3,054.40	15.20	15.77
Connecticut	29,042.16	96,863	2,788.66	14.76	10.62
Delaware	3,370.40	2,866	238.80	6.83	7.62
District of Columbia	12,440.00	101,608	762.64	9.44	6.43
Florida	16,680.16	10,408	994.80	4.78	6.34
Georgia	29,033.60	a 2,987	174.88	a .75	.60
Guam	92.88	652	49.52	120.07	114.26
Hawaii	4,106.00	4,268	292.96	8.37	7.68
Idaho	10,238.56	14,640	1,109.04	11.77	12.14
Illinois	129,659.28	274,737	21,640.72	18.48	19.92
Indiana	35,271.04	20,907	1,696.64	4.48	6.06
Indian Territory	10,193.20	11,921	918.00	9.40	9.89
Iowa	31,592.32	2,098	a 9.38	.47	a .02
Kansas	18,775.52	a 3,092	a 434.08	a 1.11	a 2.26
Kentucky	34,128.66	21,871	1,907.68	6.04	5.92
Louisiana	33,427.28	32,126	2,518.56	7.67	8.14
Maine	26,371.36	21,162	1,534.48	6.32	6.17
Maryland	26,657.60	20,526	1,772.16	6.03	7.12
Massachusetts	89,577.52	154,404	11,081.12	14.75	14.11
Michigan	43,565.44	65,967	4,855.20	12.04	12.83
Minnesota	29,646.24	53,601	3,894.80	14.86	14.86
Mississippi	22,548.32	38,089	2,315.60	14.02	14.86
Missouri	60,567.84	168,202	10,298.24	20.16	20.49
Montana	12,564.48	14,814	1,085.72	9.63	9.46
Nebraska	13,375.60	27,363	2,011.60	16.49	17.70
Nevada	3,754.40	5,698	411.12	12.65	12.29
New Hampshire	12,594.72	14,240	1,099.28	9.24	9.61
New Jersey	51,378.96	127,517	9,511.86	23.13	22.71
New Mexico	5,971.44	11,181	867.84	16.06	17.00
New York	304,373.04	553,029	39,894.64	15.58	15.06
North Carolina	23,977.04	42,967	3,261.28	15.21	15.74
North Dakota	10,999.68	28,355	2,147.84	22.91	24.26
Ohio	70,552.00	161,342	11,448.40	19.06	19.37
Oklahoma	13,624.64	34,853	2,453.20	22.94	21.95
Oregon	14,166.16	20,823	1,591.28	11.80	12.65
Pennsylvania	160,894.24	333,313	25,586.00	17.94	18.90
Porto Rico	6,075.52	18,473	1,344.32	28.86	28.41
Rhode Island	14,915.76	29,161	2,334.80	17.69	18.65
Samoa	44.96	a 10	a .32	a 16.09	a .70
South Carolina	12,588.64	12,996	910.24	8.11	7.79
South Dakota	7,750.24	8,924	726.72	8.67	10.34
Tennessee	24,501.84	82,579	2,342.88	10.92	10.57
Texas	42,215.28	70,556	5,443.60	13.39	14.80
Utah	8,024.00	14,875	1,083.60	15.72	15.61
Vermont	9,261.52	15,790	1,157.60	14.32	14.30
Virginia	34,731.12	55,683	4,165.36	13.66	13.62
Washington	23,013.92	45,958	3,471.76	16.95	17.81
West Virginia	29,604.48	54,734	4,122.48	16.11	16.17
Wisconsin	27,688.00	33,129	2,455.36	9.16	9.73
Wyoming	5,813.12	8,008	613.44	11.60	11.79
Total	1,790,847.12	3,116,014	220,596.68	13.64	14.04

a Decrease.

RECAPITULATION.

Total domestic letters	16,567,502	
Total domestic parcels	3,372,708	
Total foreign letters (exclusive of Shanghai)	2,108,448	19,940,206
Foreign letters registered at Shanghai, China	3,764	
Total foreign parcels	336,986	
Free		2,449,148
Grand total		3,561,826
Fees received (including Shanghai)		25,961,178
Fees received (including Shanghai)		\$1,791,148.24

No. 11.—Statement showing the operations of the registry system at the 60 cities doing the largest registry business during the fiscal year ended June 30, 1903, and the increase in registry fees collected thereat, as compared with the previous year.

Cities.	Popula- tion, cen- sus 1900.	Letters registered, with fee prepaid.	Parcels registered, with fee prepaid.	Total paid registra- tions.	Total amount of registry fees col- lected.	Increase.	
						Fees.	Per cent.
1. New York, N. Y.	3,437,202	1,819,488	436,568	2,256,056	\$180,484.48	\$24,228.08	15.50
2. Chicago, Ill.	1,698,575	631,001	469,946	1,100,947	88,075.76	19,078.20	27.65
3. Boston, Mass.	560,892	452,141	74,475	526,616	42,129.28	4,537.44	12.07
4. Philadelphia, Pa.	1,298,697	420,566	98,865	519,431	41,154.48	6,987.20	20.44
5. Brooklyn, N. Y.	(*)	276,518	101,401	377,919	30,233.52	4,380.80	16.94
6. St. Louis, Mo.	575,238	233,657	96,271	331,928	26,554.24	6,480.96	32.28
7. San Francisco, Cal.	342,782	188,469	88,213	276,682	22,134.56	3,252.72	17.22
8. Pittsburgh, Pa.	321,616	174,508	18,059	192,567	15,405.36	3,325.84	27.53
9. Baltimore, Md.	508,957	141,052	19,503	160,555	12,844.40	1,559.04	13.81
10. Washington, D. C.	278,718	119,991	35,323	155,314	12,425.12	1,246.72	11.16
11. Cincinnati, Ohio.	325,902	108,446	25,347	133,793	10,703.44	2,177.44	25.63
12. Cleveland, Ohio.	381,768	101,445	18,099	119,544	9,563.52	1,588.88	19.92
13. Buffalo, N. Y.	352,387	97,696	15,209	112,905	9,024.40	980.24	12.18
14. Providence, R. I.	175,597	75,802	33,837	109,139	8,731.12	1,624.64	22.86
15. Newark, N. J.	246,070	96,798	10,214	107,012	8,560.96	2,019.44	30.87
16. New Orleans, La.	287,104	89,658	16,416	106,074	8,485.92	976.00	12.99
17. Detroit, Mich.	285,704	69,297	33,493	102,790	8,223.10	1,222.00	17.45
18. Los Angeles, Cal.	102,479	59,499	31,578	91,077	7,286.16	1,818.48	33.25
19. Denver, Colo.	133,859	61,093	22,312	83,405	6,672.40	1,212.48	22.20
20. Rochester, N. Y.	162,608	35,320	46,030	81,350	6,608.00	2,423.76	59.34
21. Kansas City, Mo.	163,752	54,895	20,516	75,411	6,632.88	1,599.20	36.06
22. Minneapolis, Minn.	202,718	54,174	18,476	72,650	6,182.00	1,965.76	19.92
23. Milwaukee, Wis.	285,818	50,560	17,505	68,065	5,445.20	1,097.04	25.22
24. Des Moines, Iowa.	62,139	47,255	17,361	64,616	5,189.28	962.64	12.21
25. Seattle, Wash.	80,671	46,946	16,962	63,908	5,112.64	826.72	19.28
26. Jersey City, N. J.	206,433	51,090	9,787	60,877	4,870.16	1,431.36	41.62
27. St. Paul, Minn.	163,065	43,208	10,254	53,462	4,276.96	579.92	15.68
28. New Haven, Conn.	108,027	43,703	9,621	53,324	4,265.92	67.84	.18
29. Louisville, Ky.	204,731	36,745	13,824	50,569	4,045.52	617.12	18.00
30. Hartford, Conn.	79,850	42,672	6,922	49,594	3,967.52	377.44	10.51
31. Portland, Oregon.	90,426	35,949	12,888	48,837	3,906.96	610.40	18.51
32. Indianapolis, Ind.	169,164	38,876	8,677	47,553	3,804.24	808.16	26.97
33. Scranton, Pa.	102,026	30,307	9,895	40,202	3,216.16	887.12	38.08
34. Albany, N. Y.	94,151	35,228	4,489	39,717	3,177.36	625.84	24.52
35. Richmond, Va.	85,050	33,249	6,396	39,645	3,171.60	648.72	25.71
36. Toledo, Ohio.	131,822	31,972	6,624	38,596	3,087.68	574.66	22.86
37. Memphis, Tenn.	102,320	29,719	8,523	38,242	3,059.36	622.16	25.52
38. Worcester, Mass.	118,421	33,307	3,846	37,153	2,972.24	233.68	8.58
39. Omaha, Nebr.	102,555	30,428	5,505	35,933	2,874.64	575.20	25.01
40. Atlanta, Ga.	89,872	28,822	6,798	35,620	2,849.60	687.28	31.78
41. Columbus, Ohio.	125,560	23,586	12,027	35,613	2,849.04	649.76	29.54
42. Salt Lake City, Utah.	53,531	27,639	7,867	35,506	2,840.48	511.44	21.96
43. Syracuse, N. Y.	108,374	25,980	8,520	34,500	2,756.00	654.16	31.12
44. Springfield, Mass.	62,059	26,407	6,564	32,971	2,637.68	275.92	11.68
45. Allegheny, Pa.	129,896	29,283	2,873	32,156	2,572.48	249.52	10.74
46. Atlantic City, N. J.	27,838	29,748	1,738	31,486	2,518.88	212.48	9.21
47. Portland, Me.	50,145	24,802	4,584	29,386	2,350.88	230.48	10.86
48. Nashville, Tenn.	80,865	20,580	7,403	27,983	2,238.64	476.08	27.01
49. Paterson, N. J.	105,171	24,886	3,042	27,928	2,234.24	550.72	32.71
50. Bridgeport, Conn.	70,996	24,311	3,052	27,363	2,189.04	480.16	28.09
51. Spokane, Wash.	36,848	22,131	5,200	27,331	2,186.48	361.20	19.78
52. Shenectady, N. Y.	31,682	17,861	6,478	24,339	1,947.12	318.56	19.56
53. Honolulu, Hawaii.	39,306	17,049	7,250	24,299	1,943.92	65.04	3.23
54. Tacoma, Wash.	37,714	18,743	5,014	23,757	1,900.56	579.92	43.91
55. Waterbury, Conn.	45,859	14,271	9,338	23,609	1,888.72	68.16	3.74
56. Troy, N. Y.	60,651	18,430	4,839	23,269	1,861.52	340.88	22.41
57. Lynn, Mass.	68,613	18,356	4,672	23,028	1,842.24	285.12	18.31
58. Birmingham, Ala.	38,415	18,029	4,973	23,002	1,840.16	496.32	36.93
59. Oakland, Cal.	66,960	14,446	8,499	22,945	1,835.60	281.52	18.11
60. Lowell, Mass.	94,969	20,900	1,939	22,839	1,827.12	76.56	4.37
Total		6,488,338	2,018,900	8,507,238	680,579.04	112,560.64	19.70

a Decrease

No. 11.—Statement showing the operations of the registry system at the 60 cities doing the largest registry business during the fiscal year ended June 30, 1903, etc.—Continued.

Cities.	Official let- ters and parcels reg- istered free.	Registered letters and parcels re- ceived for delivery.	Registered letters and parcels re- ceived for distribution.	R. P. Ea. received with matter for city delivery or foreign dispatch.	R. P. Ea. re- ceived in transit.	R. P. Ea. made up and dis- patched.
1. New York, N. Y.	157,813	2,654,443	2,758,216	1,802,451	1,409,830	1,329,523
2. Chicago, Ill.	79,306	1,712,258	170,568	1,353,110	1,426,283	902,065
3. Boston, Mass.	88,613	631,347	99,196	441,381	743,710	321,153
4. Philadelphia, Pa.	54,686	657,326	10,833	398,621	421,904	326,579
5. Brooklyn, N. Y.	27,896	380,814	13,978	206,496	40,275	290,344
6. St. Louis, Mo.	168,258	743,201	167,172	501,466	1,651,715	347,386
7. San Francisco, Cal.	26,602	854,355	291,111	286,804	204,467	229,665
8. Pittsburgh, Pa.	5,243	226,556	6,613	150,496	828,570	128,407
9. Baltimore, Md.	16,324	245,264	3,510	182,412	212,781	130,273
10. Washington, D. C.	1,020,520	464,098	41,226	373,155	445,860	1,112,199
11. Cincinnati, Ohio	36,004	251,641	2,279	208,012	519,087	143,750
12. Cleveland, Ohio	9,420	250,361	3,335	108,510	514,916	88,369
13. Buffalo, N. Y.	7,446	208,310	34,640	175,379	180,928	88,209
14. Providence, R. I.	2,800	96,123	5,796	71,580	51,689	66,065
15. Newark, N. J.	4,423	97,433	2,748	61,696	5,559	61,292
16. New Orleans, La.	7,615	270,196	47,246	124,774	178,498	97,856
17. Detroit, Mich.	5,891	145,198	34,298	124,357	185,612	99,481
18. Los Angeles, Cal.	5,258	98,968	3,384	78,804	149,627	75,458
19. Denver, Colo.	2,875	119,283	2,881	101,651	153,012	66,696
20. Rochester, N. Y.	672	127,269	915	74,269	53,035	37,061
21. Kansas City, Mo.	3,977	129,234	3,088	118,368	711,414	74,419
22. Minneapolis, Minn.	5,580	110,635	1,806	96,243	17,836	59,114
23. Milwaukee, Wis.	4,408	115,166	1,954	94,518	81,246	65,612
24. Des Moines, Iowa	903	59,292	965	55,532	34,377	53,766
25. Seattle, Wash.	1,435	74,868	64,351	69,445	121,511	66,562
26. Jersey City, N. J.	2,475	73,222	1,781	60,442	.....	24,245
27. St. Paul, Minn.	3,167	89,329	67,307	91,808	340,954	65,150
28. New Haven, Conn.	1,953	60,040	2,973	56,562	42,163	51,005
29. Louisville, Ky.	3,376	104,843	1,156	95,391	189,316	49,982
30. Hartford, Conn.	3,018	54,556	922	40,130	49,366	30,100
31. Portland, Oregon	751	74,872	1,692	61,956	116,867	38,946
32. Indianapolis, Ind.	2,379	86,180	1,195	81,923	180,955	45,305
33. Scranton, Pa.	2,187	49,482	500	44,418	77,298	38,102
34. Albany, N. Y.	1,530	62,029	773	50,822	271,997	31,285
35. Richmond, Va.	1,761	95,758	612	88,885	104,745	34,673
36. Toledo, Ohio	1,796	55,758	461	51,160	127,014	36,868
37. Memphis, Tenn.	579	69,658	1,065	68,880	275,040	36,900
38. Worcester, Mass.	1,143	35,848	733	34,062	44,232	24,162
39. Omaha, Nebr.	774	58,529	5,409	50,098	250,256	40,082
40. Atlanta, Ga.	1,771	92,460	1,624	89,586	194,925	36,736
41. Columbus, Ohio	1,967	63,891	1,189	60,421	225,619	34,108
42. Salt Lake City, Utah	1,061	55,014	975	50,741	32,625	32,566
43. Syracuse, N. Y.	1,341	58,945	547	42,674	71,736	23,612
44. Springfield, Mass.	1,160	38,290	818	34,223	82,695	26,035
45. Allegheny, Pa.	2,002	35,591	1,487	29,851	4,254	27,114
46. Atlantic City, N. J.	441	21,403	2,070	12,640	4,150	16,378
47. Portland, Me.	1,761	50,979	9,608	49,309	108,581	27,160
48. Nashville, Tenn.	1,445	82,294	914	76,994	152,000	22,202
49. Paterson, N. J.	591	23,004	471	15,428	1,677	15,786
50. Bridgeport, Conn.	735	33,584	679	27,768	28,996	20,382
51. Spokane, Wash.	1,046	49,999	13,270	45,874	108,239	31,354
52. Schenectady, N. Y.	325	19,495	359	11,165	1,405	14,900
53. Honolulu, Hawaii.	870	34,130	15,632	22,071	13,394	16,721
54. Tacoma, Wash.	1,389	25,173	12,128	26,886	14,129	23,785
55. Waterbury, Conn.	101	17,840	241	14,909	2,404	18,546
56. Troy, N. Y.	295	22,382	502	18,434	28,366	17,755
57. Lynn, Mass.	1,232	17,284	396	15,268	.....	19,464
58. Birmingham, Ala.	892	39,430	878	37,951	76,842	23,960
59. Oakland, Cal.	2,632	25,621	839	12,716	4,880	1,639
60. Lowell, Mass.	306	22,656	343	19,221	4,222	15,467
Total.....	1,744,169	11,992,695	3,923,606	8,868,687	13,514,484	7,268,383

No. 11.—Statement showing the operations of the registry system at the 60 cities doing the largest registry business during the fiscal year ended June 30, 1903, etc.—Continued.

Cities.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks received.	Through registered pouches and inner sacks received in transit.	Desk deliveries of registered letters and parcels at main office.	Desk deliveries of registered letters and parcels at stations.	Carrier deliveries of registered letters and parcels at main office.
1. New York, N. Y.	86,008	97,211	17,087	631,808	100,778	509,808
2. Chicago, Ill.	118,325	123,001	8,422	277,198	5,207	506,915
3. Boston, Mass.	69,624	71,821	4,320	240,913	41,629	184,610
4. Philadelphia, Pa.	58,791	62,763	231	146,261	4,576	227,021
5. Brooklyn, N. Y.	40,509	40,804	.....	63,783	20,338	102,976
6. St. Louis, Mo.	100,543	97,983	28,767	231,901	23,344	89,325
7. San Francisco, Cal.	17,174	16,925	42	51,151	63,774	75,544
8. Pittsburg, Pa.	24,570	26,583	7,119	98,456	6,947	85,009
9. Baltimore, Md.	29,158	30,834	798	56,249	5,278	125,120
10. Washington, D. C.	91,197	95,697	3,974	306,110	8,812	106,594
11. Cincinnati, Ohio.	39,716	39,834	6,165	91,384	4,377	116,151
12. Cleveland, Ohio.	19,768	21,627	4,673	27,560	7,949	106,771
13. Buffalo, N. Y.	17,776	18,112	2,008	110,061	3,727	68,434
14. Providence, R. I.	4,666	4,660	473	44,161	4,978	32,944
15. Newark, N. J.	3,587	3,985	.....	14,411	.....	79,420
16. New Orleans, La.	13,163	14,133	860	72,066	987	68,576
17. Detroit, Mich.	18,206	18,823	882	31,104	2,816	86,606
18. Los Angeles, Cal.	7,671	8,061	365	10,121	9,220	36,166
19. Denver, Colo.	13,116	13,516	174	57,513	2,173	36,067
20. Rochester, N. Y.	4,026	4,118	.....	42,674	.....	54,596
21. Kansas City, Mo.	25,998	43,775	14,308	22,328	1,824	86,096
22. Minneapolis, Minn.	5,262	4,623	28	21,964	1,773	65,562
23. Milwaukee, Wis.	4,486	5,236	4	46,511	3,318	46,979
24. Des Moines, Iowa.	3,467	3,517	.....	34,160	2,281	21,510
25. Seattle, Wash.	8,368	8,527	2,089	26,927	964	46,981
26. Jersey City, N. J.	2,848	2,965	.....	29,946	.....	48,276
27. St. Paul, Minn.	13,111	15,128	1,262	25,899	627	51,596
28. New Haven, Conn.	2,665	2,761	313	37,296	1,661	17,069
29. Louisville, Ky.	12,965	13,014	1,193	27,176	1,381	60,671
30. Hartford, Conn.	4,615	4,656	762	38,766	3,091	10,316
31. Portland, Oregon.	11,402	11,687	1,510	34,229	1,333	32,922
32. Indianapolis, Ind.	12,439	12,438	940	23,296	182	54,868
33. Scranton, Pa.	1,340	1,360	.....	24,877	743	20,411
34. Albany, N. Y.	13,664	16,778	1,698	27,430	6,408	23,191
35. Richmond, Va.	8,751	8,634	864	44,771	482	34,546
36. Toledo, Ohio.	8,001	8,036	5,806	21,179	1,876	28,328
37. Memphis, Tenn.	8,582	8,760	862	25,964	647	42,737
38. Worcester, Mass.	1,275	1,355	905	11,890	1,636	18,994
39. Omaha, Nebr.	11,833	13,089	181	30,412	1,264	25,089
40. Atlanta, Ga.	9,821	10,866	1,128	48,666	.....	48,666
41. Columbus, Ohio.	8,280	8,796	380	28,900	2,867	31,890
42. Salt Lake City, Utah.	1,142	1,430	.....	30,888	1,010	22,744
43. Syracuse, N. Y.	2,738	2,990	.....	9,412	364	43,623
44. Springfield, Mass.	5,485	5,728	2,114	18,414	485	17,443
45. Allegheny, Pa.	1,285	1,280	.....	6,574	436	25,465
46. Atlantic City, N. J.	628	627	.....	7,824	.....	13,679
47. Portland, Me.	4,350	4,867	.....	24,526	368	23,415
48. Nashville, Tenn.	6,389	6,935	426	3,178	143	75,092
49. Paterson, N. J.	958	974	.....	7,596	21	16,387
50. Bridgeport, Conn.	1,573	1,574	1,397	16,709	994	11,731
51. Spokane, Wash.	5,994	6,346	.....	35,875	.....	14,124
52. Schenectady, N. Y.	630	636	.....	10,195	.....	9,300
53. Honolulu, Hawaii.	1,371	2,160	.....	31,425	.....	2,472
54. Tacoma, Wash.	2,175	2,249	55	11,577	385	12,876
55. Waterbury, Conn.	986	986	.....	14,429	.....	2,911
56. Troy, N. Y.	1,333	1,303	1,183	4,232	111	17,056
57. Lynn, Mass.	1,486	1,257	.....	6,308	1,326	7,660
58. Birmingham, Ala.	2,875	2,879	114	23,430	230	14,190
59. Oakland, Cal.	1,843	1,833	.....	9,152	918	8,986
60. Lowell, Mass.	1,216	1,248	.....	6,417	.....	16,239
Total.	991,491	1,021,663	125,384	3,589,900	357,908	3,925,461

No. 11.—Statement showing the operations of the registry system at the 60 cities doing the largest registry business during the fiscal year ended June 30, 1903, etc.—Continued.

Cities.	Carrier deliveries of registered letters and parcels at stations.	Total number of paid registrations at stations.	Total number of letters registered by city letter carriers.	Total number of registered articles dispatched direct to foreign countries.	Total number of registered articles received direct from foreign countries.
1. New York, N. Y.	1,412,069	1,569,127	3,390	2,345,976	1,400,018
2. Chicago, Ill.	922,988	922,220	19,074	38,472	202,148
3. Boston, Mass.	192,736	241,100	12,859	136,556	91,259
4. Philadelphia, Pa.	279,468	354,843	10,180	668	14,742
5. Brooklyn, N. Y.	186,792	251,474	4,766		9,583
6. St. Louis, Mo.	219,170	114,065	1,287	7,893	45,843
7. San Francisco, Cal.	162,660	223,257	1,064	149,237	129,125
8. Pittsburg, Pa.	41,144	58,323	6,834	8,249	
9. Baltimore, Md.	45,892	89,974	2,475		4,415
10. Washington, D. C.	46,177	116,816	1,295		59,428
11. Cincinnati, Ohio	39,179	26,256	12,238		
12. Cleveland, Ohio	48,071	45,141	9,370		8,352
13. Buffalo, N. Y.	26,068	43,126	6,708	18,560	25,950
14. Providence, R. I.	11,888	14,593	5,784		
15. Newark, N. J.	3,602	27,728	2,749		2,789
16. New Orleans, La.	22,774	15,310	4,306	28,841	17,910
17. Detroit, Mich.	28,110	25,545	9,691	18,467	26,296
18. Los Angeles, Cal.	38,475	57,480	1,627		
19. Denver, Colo.	24,510	4,764	2,942		
20. Rochester, N. Y.		15,410	1,159		
21. Kansas City, Mo.	22,074	15,525	1,962		
22. Minneapolis, Minn.	20,909	16,262	1,929		
23. Milwaukee, Wis.	16,210	18,174	2,966		
24. Des Moines, Iowa	1,391	3,906	325		
25. Seattle, Wash.	1,968	28,648	629	24,968	35,202
26. Jersey City, N. J.		32,942	489		
27. St. Paul, Minn.	11,208	16,380	1,592	28,049	37,975
28. New Haven, Conn.	4,024	14,954	1,062		
29. Louisville, Ky.	14,708	16,202	3,619		
30. Hartford, Conn.	2,394	9,738	309		
31. Portland, Oregon	6,388	2,763	375		
32. Indianapolis, Ind.	7,817	6,235	2,294		
33. Scranton, Pa.	3,451	2,391	1,951		
34. Albany, N. Y.		6,825	1,468		
35. Richmond, Va.	15,790	10,861	763		
36. Toledo, Ohio.	9,375	3,876	3,355		
37. Memphis, Tenn.	305	1,277	803		
38. Worcester, Mass.	8,688	7,702	3,277		
39. Omaha, Nebr.	3,573	1,722	875		3,685
40. Atlanta, Ga.		6,908	726		
41. Columbus, Ohio.	3,037	2,166	1,718		
42. Salt Lake City, Utah.	811	6,145	961		
43. Syracuse, N. Y.	546	3,144	1,666		
44. Springfield, Mass.	1,998	3,969	999		
45. Allegheny, Pa.	3,117	7,484	2,138		
46. Atlantic City, N. J.	6,176				
47. Portland, Me.	2,670	2,691	890	5,146	4,763
48. Nashville, Tenn.	3,881	12,126	8,597		
49. Paterson, N. J.		10,311	1,578		
50. Bridgeport, Conn.	4,150	8,067	1,596		
51. Spokane, Wash.		1,701	248	3,489	8,104
52. Schenectady, N. Y.			589		
53. Honolulu, Hawaii.			77	11,879	10,328
54. Tacoma, Wash.	318	2,913	133	4,997	3,562
55. Waterbury, Conn.		2,737	573		
56. Troy, N. Y.	981	2,051	632		
57. Lynn, Mass.	1,957	8,517	900		
58. Birmingham, Ala.	702	4,758	2,097		
59. Oakland, Cal.	6,382	10,238	477		
60. Lowell, Mass.		2,761	826		
Total	3,918,274	4,231,332	172,305	2,831,437	2,141,497

* Included in New York, N. Y.

a Decrease.

No. 12.—Table showing the number and value of registered letters and parcels sent during the fiscal year ended June 30, 1903, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postal funds received at post-office depositories		\$4,383,412.31
Postage stamps from the Washington agency	289,875	102,760,044.22
Stamped envelopes from the agency at Hartford and the subagency at St. Louis	416,206	17,976,123.40
Postal cards from the agency at Rumford Falls, Me., and the subagencies at Cincinnati, St. Louis, Troy, and Washington	133,142	5,201,164.00
Surplus money-order funds remitted for deposit		339,933,299.71
Total for the Post-Office Department	841,223	470,264,043.64
Secretary of the Treasury received	7,460	93,753,474.36
Secretary of the Treasury sent	3,014	567,260.00
Register of the Treasury received	3,506	41,963,146.72
Register of the Treasury sent	13,276	91,584,076.65
Commissioner of Internal-Revenue received	11,358	37,774,209.25
Commissioner of Internal-Revenue sent	87,398	251,281,002.16
Comptroller of the Currency received	1,708	45,602,669.00
Comptroller of the Currency sent	284	13,462,505.84
Auditor for the Post-Office Department received	6,002	20,922.71
Auditor for the Post-Office Department sent	742	7,008.87
Treasurer of the United States received	25,250	1,233,575.10
Treasurer of the United States sent	16,162	16,305,788.59
Assistant treasurers of the United States received	87,778	13,030,652.91
Assistant treasurers of the United States sent	20,584	568,801,028.10
Total for the Treasury Department	284,522	1,175,377,320.26
Aggregate	1,125,745	1,645,631,363.90

CONCLUSION.

In conclusion, I wish to commend the officers, clerks, and others of this Bureau who have contributed to the results accomplished during the year covered by this report in the close attention given to, and the painstaking discharge of, their official duties.

Very respectfully,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

Hon. HENRY C. PAYNE,
Postmaster-General.

REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1903.

REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL,

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 28, 1903.

SIR: I have the honor to invite your attention to the following statement of the operations of this Bureau for the fiscal year ended June 30, 1903.

The work of the Bureau has been greatly increased by the assignment to it of the division of free delivery. The free delivery is expanding more rapidly than any other branch of the postal service. Its growth during the fiscal year has been greater than at any other time since free delivery was established. It presents a great many problems for careful consideration, as the expenditures, when once authorized, become practically permanent; because free delivery, after being put in operation, can not be easily withdrawn. The estimated expenditure for the fiscal year beginning July 1, 1904, for both city and rural free delivery, will aggregate about \$47,000,000, an amount equal to that expended for the maintenance of the entire postal service in the year 1884.

The work of the division of appointments was lighter than during the preceding fiscal year. That of the division of bonds and commissions is up to date and in satisfactory condition. The work required of the division of post-office inspectors and mail depredations has been greatly increased because of the investigation of a number of the departmental divisions.

The work of the various divisions is set forth in detail under the respective heads.

THE DIVISION OF APPOINTMENTS.

The work of this division relates to the appointment of postmasters, establishment and discontinuance of post-offices, deaths and resignations of postmasters, changes in post-office names and sites, and complaints and charges against postmasters.

All papers pertaining to the appointment of postmasters are briefed and filed in this division and prepared for the consideration of the Fourth Assistant Postmaster-General, the Postmaster-General, and the President.

APPOINTMENT OF POSTMASTERS.

The total number of appointments for the fiscal year ended June 30, 1902, was 16,970, while for the fiscal year ended June 30, 1903, there were but 15,061, a decrease of 1,909. This decrease was due to there having been a smaller number of expirations of commissions of Presidential postmasters and the policy of the Department in discouraging changes in fourth-class post-offices except for cause. During the fiscal year 1902 the commissions of 1,892 Presidential postmasters expired, while during the fiscal year 1903 there were but 883 expirations. The record shows a decrease in the number of removals of postmasters for cause.

For convenience the division of appointments is divided into sections of two or more States, with a clerk in charge of each section. These section clerks are under the supervision of the chief of the division. Books of record are kept showing, by States, the names of post-offices, alphabetically arranged, and the names of postmasters, together with the dates of their appointment and the dates upon which they are commissioned. These records also show the names of all the postmasters who have served at a given place for a number of years past. In addition to these record books a separate record of Presidential post-offices is kept by the card system, in alphabetical order, by States.

A journal is kept by the chief of the division containing a daily record of all changes of postmasters, showing the county and State in which the post-office is located, the name of the retiring postmaster, the name of the appointee, and the reason for the change; also a record of the establishment and discontinuance of post-offices and changes of names and sites. A condensed weekly report is made from this daily journal which shows the operations of the division, by States, together with the whole number of post-offices in the United States at the end of each week.

In the preparation of papers in the appointment division, post-offices are divided into two general classes—Presidential and fourth-class.

A Presidential office is an office where the salary of the postmaster amounts to not less than \$250 per quarter for four consecutive quarters, and the gross receipts for the same time amount to \$1,900. When an office has paid the above amount for four consecutive quarters, and the gross receipts have amounted to \$1,900 or more, it is then advanced to the Presidential class.

Presidential offices are divided into three classes—first, second, and third. A first-class office is one in which the gross receipts are over \$40,000 per annum, the salary of the postmaster of the same being from \$3,000 to \$6,000. A second-class office is one where the gross receipts amount to \$8,000 and not exceeding \$40,000 per annum, the salary of the postmasters of this class being from \$2,000 to \$2,900 per annum. A third-class office is one where the gross receipts are \$1,900 and not exceeding \$8,000 per annum, the salary of the postmaster being from \$1,000 to \$1,900 per annum.

Fourth-class offices comprise all offices where the receipts are less than \$1,900 per annum, or where the compensation of the postmaster does not amount to \$250 per quarter for four consecutive quarters. Fourth-class offices are divided into two kinds—money-order and non-money-order. A money-order office is one where money orders are sold in sums not exceeding \$100.

Fourth-class postmasters are allowed as compensation the whole of the box rents collected at their offices, and commissions on cancellations of matter actually mailed at their offices, and on amounts received from waste paper, etc., sold, as follows: On the first \$50 or less per quarter, 100 per cent; on the next \$100 or less per quarter, 60 per cent; on the next \$200 or less per quarter, 50 per cent; and on all the balance, 40 per cent, the same to be ascertained and allowed by the Auditor for the Post-Office Department in the settlement of the accounts of such postmasters upon their sworn quarterly returns.

Presidential postmasters are appointed by the President and confirmed by the Senate. Papers in Presidential cases are prepared in the division of appointments and submitted to the Fourth Assistant Postmaster-General, and by him to the Postmaster-General, who in turn submits them to the President with whatever recommendation he may have to make. When the Senate is in session the President sends the names of Presidential postmasters to the Senate for consideration. When these nominations by the President are confirmed by the Senate, notice of appointment is mailed from the division of bonds and commissions to the appointees.

After the bond of the newly appointed postmaster is filed and approved a commission is issued. The commission dates from the date of confirmation, and is for a term of four years. When the Senate is not in session a vacation appointment may be made. In vacation appointments cases are prepared for the consideration of the Postmaster-General and the President in the same way as above stated. The President signs the appointment of the postmaster, notice and blank bond are immediately forwarded him, and upon the approval of the bond he is commissioned. This commission holds until the adjournment of the first session of the Senate following the postmaster's appointment, or until his successor is nominated and confirmed by the Senate, unless said commission be sooner revoked by the President.

When the Senate meets, the President nominates postmasters for all vacancies that have occurred during the recess of the Senate. He may nominate the postmaster appointed in vacation or some other candidate, if he prefers. Upon the confirmation of any postmaster by the Senate the commission of the postmaster appointed for the vacation terminates, and upon the filing of a bond the postmaster is commissioned for a term of four years from the date of his confirmation.

Fourth-class postmasters are appointed by the Postmaster-General. This class of cases is prepared in the division of appointments and submitted by the chief of the division to the Fourth Assistant Postmaster-General, who initials the jackets authorizing the appointment of postmasters. Notice of appointment and blank bond are sent out by the division of bonds and commissions to the appointee, and upon the approval of the bond a commission is issued, signed by the Postmaster-General, dating from the date upon which the commission is issued.

ESTABLISHMENT OF POST-OFFICES.

It is the policy of this Bureau to establish a post-office wherever one is desired, if it is shown that it will accommodate a reasonable number of people, the practice of the Department being to give the people the most convenient mail facilities possible. It is believed that such a policy contributes to popular intelligence and good citizenship. When

a substantial request is made for a new post-office, blanks covering the necessary inquiries are forwarded to the petitioners. When these papers are returned the petitioners are advised of the decision of the Department, and if establishment is deemed inadvisable the reasons are given.

The record of establishments during the last six fiscal years is as follows: 1897, 1,601; 1898, 3,601; 1899, 2,935; 1900, 3,600; 1901, 3,294; 1902, 3,038; 1903, 2,707.

DISCONTINUANCE OF POST-OFFICES.

In case a post-office ceases to be a public necessity, or it is impossible to secure a suitable postmaster, it is discontinued. However, where the discontinuance of a post-office is contemplated on account of the death or resignation of the postmaster and failure to obtain a suitable candidate, a public notice is posted upon the door of the post-office for fifteen days notifying the patrons that unless the name of a suitable candidate is presented the office will be discontinued on a certain date. If, in the meantime, the people petition for its continuance and recommend a desirable person for postmaster, he is appointed and the office is continued.

During the fiscal year there was an increase of 403 discontinuances over the preceding fiscal year. The principal causes for the increase in the number of post-offices discontinued have been the extension of the rural free-delivery service, the extension of city-delivery service so as to include offices adjacent to large Presidential offices, and the improvement of the public highways.

The extension of rural free delivery has resulted in the discontinuance of 2,163 post-offices during the year, the salaries of postmasters at said offices aggregating \$121,332.

PRIVATE POST-OFFICES.

The usual diligence has been exercised in the suppression of private post-offices. Wherever it is found that a post-office is conducted for the sole benefit of some corporation, factory, nursery company, patent-medicine firm, or other private business institution, it is discontinued. Such company or corporation usually has some one connected with it appointed postmaster, and the firm receives the benefit of the cancellations or the salary and allowances of the postmaster. To permit such post-offices to exist not only greatly reduces the revenues of the Department, but may be fruitful of fraud, and is, in the judgment of this Bureau, very much against public policy. In some instances these corporations or business institutions derived thousands of dollars of revenue from the Government which virtually amounted to a commission or discount on their postal business.

Many such offices were discontinued during the year and the establishment of others refused.

RESIGNATIONS, REMOVALS, AND DEATHS OF POSTMASTERS.

Upon receiving notice of the death of a postmaster, a record of the same is made and the division of bonds and commissions is notified,

which division then notifies the sureties that they are required to take possession of the office and appoint an acting postmaster, to serve until a successor to the deceased postmaster may be appointed. When the resignation of a postmaster is received it is filed, and steps are at once taken to secure a successor. Following is a summary of the resignations, removals, and deaths of postmasters during the fiscal year 1903:

	Presiden- tial.	Fourth class.	Total.
Resignations	67	8,277	8,344
Removals	41	1,368	1,409
Deaths	86	718	799

CHANGES IN NAMES AND SITES.

In the naming of post-offices it is the policy of the Bureau to give plain, simple names of a single word. This rule, however, is frequently interfered with by local conditions. A sentiment emanating from some historical incident, or business interests of the locality, may create in the minds of the people a desire for a special name that does not conform to the rule, and in deference to this sentiment or interest the Bureau often finds it necessary to make exceptions to the rule.

In numerous instances a post-office bears a different name from that of the village or community where it is located. Such a condition always causes more or less confusion in the delivery of the mails, and this Bureau endeavors to bring about such changes as will make the names uniform. Considerable difficulty has been experienced in the West in connection with the opening up of new country, the building of railroads, and the location of town sites. In some cases a railroad or town-site company will locate a town and incorporate it under a certain name without reference to the Post-Office Department to ascertain whether it will be practicable to give the post-office the same name. The managers of some of the railroads, however, before naming a new station, inquire of the Department whether certain names will be approved for post-offices in the State in which the station is to be located.

In the changing of the sites of fourth-class post-offices the greatest convenience to the largest number of patrons is considered. In many cases bitter controversies arise over the location of a post-office, and it is found necessary to detail an inspector to make an investigation of the matter in person.

COMPLAINTS AGAINST POSTMASTERS.

The number of complaints against postmasters has been about the same during the fiscal year as in former years. Whenever it appears from their nature that they are worthy of consideration careful attention is given the same, and if the gravity of the case warrants it is referred to an inspector for investigation. When a postmaster violates the postal laws and regulations, and the offense does not seem of

sufficient gravity to warrant his removal from office, an official reprimand is forwarded to the postmaster, a copy of which is filed with the division of appointments against his record.

The following tables and explanatory notes in connection therewith give a comprehensive idea of the work done in the appointment division for the fiscal year.

OPERATIONS OF THE DIVISION OF APPOINTMENTS.

Post-offices established, discontinued, advanced to Presidential grade, relegated to fourth class, total number of offices, etc.

	June 30—		Increase.	Decrease.
	1902	1903		
Post-offices established	3,038	2,707		331
Post-offices discontinued	4,069	4,462	403	
Fourth-class offices advanced to Presidential	294	338	44	
Presidential offices relegated to fourth class	7	12	5	
Number of Presidential offices	4,740	5,089	299	
Number of fourth-class offices	71,184	69,130		2,054
Total number of offices	75,924	74,169		1,755

APPOINTMENTS DURING THE YEAR.

Presidential offices:				
On resignations	73	67		6
On deaths	44	86	42	
On expiration of terms	1,892	885		1,007
On removals	54	42		12
On offices becoming Presidential	307	280		27
Total number of Presidential appointments during the year	2,370	1,360	42	1,052
Fourth-class offices:				
On resignations	8,660	8,776	116	
On deaths	791	758		33
On removals at expiration of four years' service	1,391	977		514
On removals	714	471		243
On offices relegated from Presidential to fourth class	6	12	6	
On establishments	3,038	2,707		331
Total number of fourth-class appointments	14,600	13,701	122	1,121
Total number of appointments	16,970	15,061		

ESTABLISHMENTS, DISCONTINUANCES, AND CHANGES OF NAMES AND SITES.

Total number of post-offices established during the year	2,707
Total number of post-offices discontinued during the year	4,462
Total number of names and sites changed	2,714

TABLE A.—Showing number of appointments at Presidential offices during the year, by States and Territories.

States and Territories.	Re- signed.	Commis- sions ex- pired.	Removal.	De- ceased.	Offices become Presi- dential.	Total number of cases.
Alabama.....	1	4			4	9
Alaska.....					1	1
Arizona.....		5		1	2	8
Arkansas.....	1	1		1	3	6
California.....	1	32	1	1	6	41
Colorado.....	3	5	1	1	2	12
Connecticut.....		32		3	2	37
Delaware.....		5				5
District of Columbia.....						
Florida.....	1	6		1	1	9
Georgia.....	1	7	1	1	12	22
Idaho.....	1	4			5	10
Illinois.....	4	44	2	5	11	66
Indiana.....	6	17	1	3	8	35
Indian Territory.....		5	1	1	5	12
Iowa.....	7	49	3	4	14	77
Kansas.....	2	25	1	3	11	42
Kentucky.....		10			3	13
Louisiana.....		10	1	2	6	19
Maine.....	1	11				12
Maryland.....		19	1	1	3	18
Massachusetts.....		34	1	6	2	43
Michigan.....	1	42	2	3	12	60
Minnesota.....	3	28	1	5	12	49
Mississippi.....		3	3	3	2	11
Missouri.....	1	25		1	7	34
Montana.....	1	2			7	11
Nebraska.....	5	13	2	9	6	35
Nevada.....		1			2	3
New Hampshire.....	1	4				5
New Jersey.....	1	16	2	4	6	29
New Mexico.....	1				1	2
New York.....	2	107	3	7	12	131
North Carolina.....	2	13		1	6	22
North Dakota.....	1	6	2	1	7	17
Ohio.....	5	51		4	15	75
Oklahoma.....		3	3		9	15
Oregon.....		12			7	19
Pennsylvania.....	6	102	1	3	19	131
Rhode Island.....		7	1			8
South Carolina.....		12	1		4	17
South Dakota.....	1	9		1	1	12
Tennessee.....		6		2	3	11
Texas.....	3	31	1	3	16	54
Utah.....		1			2	3
Vermont.....		10			1	11
Virginia.....	1	7	2	3	1	14
Washington.....		6	1		2	9
West Virginia.....		7	1	2	4	14
Wisconsin.....	1	41	1		14	57
Wyoming.....	1	1			1	3
Hawaii.....	1					1
Total.....	67	885	42	86	280	1,360

TABLE B.—Showing the number of fourth-class appointments, establishments, and discontinuances, by States and Territories.

States and Territories.	Resignations.	Removals at expiration of four years.	Removals.	Deaths.	Relegated from Presidential.	Established.	Discontinued.	Total number of cases.
Alabama.....	334	36	14	34	.....	98	151	667
Alaska.....	16	.....	2	1	.....	21	7	47
Arizona.....	48	6	4	.....	.....	24	12	94
Arkansas.....	357	81	25	28	.....	75	75	591
California.....	215	20	2	13	.....	49	72	371
Colorado.....	111	12	14	6	(1)	34	36	213
Connecticut.....	19	4	1	11	.....	1	8	44
Delaware.....	6	.....	.....	4	.....	3	10	23
District of Columbia.....	1	.....	.....	.....	.....	.....	4	5
Florida.....	188	15	11	13	.....	76	56	359
Georgia.....	325	20	22	29	(2)	108	283	787
Idaho.....	94	5	6	1	.....	36	20	152
Illinois.....	259	27	9	17	(2)	34	149	495
Indiana.....	218	18	9	15	.....	20	157	437
Indian Territory.....	160	14	10	8	.....	82	21	293
Iowa.....	194	22	6	15	.....	24	118	379
Kansas.....	199	22	10	13	.....	30	76	350
Kentucky.....	448	38	22	40	.....	134	129	811
Louisiana.....	180	23	9	27	.....	75	49	363
Maine.....	83	7	.....	14	.....	12	60	176
Maryland.....	69	22	6	11	.....	25	67	200
Massachusetts.....	38	7	4	7	(1)	4	19	79
Michigan.....	216	24	8	17	.....	43	133	441
Minnesota.....	194	19	7	9	.....	69	181	429
Mississippi.....	260	31	16	22	.....	133	110	572
Missouri.....	479	38	18	23	.....	79	157	794
Montana.....	87	9	9	7	.....	51	32	186
Nebraska.....	116	6	10	5	.....	19	48	204
Nevada.....	25	2	.....	3	.....	7	13	50
New Hampshire.....	31	5	1	8	.....	1	18	64
New Jersey.....	54	16	2	14	.....	15	22	122
New Mexico.....	78	7	2	2	.....	34	18	141
New York.....	169	56	11	31	(1)	34	181	482
North Carolina.....	268	75	28	38	.....	116	235	760
North Dakota.....	121	11	5	9	.....	85	49	280
Ohio.....	266	35	13	26	(1)	29	215	584
Oklahoma.....	197	9	23	3	(1)	108	58	396
Oregon.....	144	10	5	5	.....	34	57	255
Pennsylvania.....	425	52	28	43	.....	91	221	860
Rhode Island.....	6	2	1	1	.....	4	8	22
South Carolina.....	90	16	5	16	.....	39	128	294
South Dakota.....	96	9	2	6	.....	20	43	175
Tennessee.....	292	37	17	24	(1)	77	368	815
Texas.....	550	34	21	28	.....	224	156	1,013
Utah.....	52	1	1	2	.....	11	21	88
Vermont.....	45	8	2	6	.....	2	15	78
Virginia.....	313	54	14	50	.....	137	161	729
Washington.....	144	14	7	7	(1)	66	41	279
West Virginia.....	279	28	13	23	.....	146	59	548
Wisconsin.....	139	12	6	16	.....	41	125	339
Wyoming.....	68	5	1	5	.....	18	26	123
Hawaii.....	7	.....	3	1	(1)	6	4	21
Porto Rico.....	13	3	6	3	.....	3	.....	31
Midway Island.....	1	.....	.....	.....	.....	.....	.....	1
Tutuila (Samoa).....	.....	.....	.....	.....	.....	.....	.....	.....
Guam.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	8,776	977	471	758	(12)	2,707	4,435	18,124

TABLE C.—Number of Presidential offices in the United States, by classes, showing increase or decrease as compared with previous year.

States and Territories.	First class.	Second class.	Third class.	June 30—		In-crease.	De-crease.	Consoli- dated and discon- tinued.
				1903.	1902.			
Alabama.....	3	8	44	55	49	6		
Alaska.....			4	4	4			
Arizona.....		4	17	21	19	2		
Arkansas.....	1	9	50	60	55	5		
California.....	7	33	112	152	143	9		1
Colorado.....	3	20	34	57	53	4		
Connecticut.....	9	19	61	89	85	4		
Delaware.....	1	1	13	15	14	1		
District of Columbia.....	1			1	2		1	1
Florida.....	1	11	28	40	39	1		
Georgia.....	4	15	61	80	68	12		
Idaho.....		5	25	30	24	6		
Illinois.....	15	69	230	314	301	13		
Indiana.....	12	54	119	185	176	9		
Indian Territory.....		4	35	39	31	8		
Iowa.....	11	48	226	285	265	20		
Kansas.....	4	30	127	161	151	10		
Kentucky.....	4	15	58	77	74	3		
Louisiana.....	2	6	35	43	38	5		
Maine.....	4	16	52	72	71	1		
Maryland.....	1	8	29	35	34	1		
Massachusetts.....	19	64	94	177	182		5	8
Michigan.....	11	53	169	233	216	17		
Minnesota.....	4	19	146	169	154	15		
Mississippi.....		10	51	61	57	4		
Missouri.....	4	32	134	170	163	7		
Montana.....	2	7	24	33	29	4		
Nebraska.....	3	12	111	128	120	8		
Nevada.....		1	11	12	10	2		
New Hampshire.....	2	16	36	54	52	2		
New Jersey.....	15	45	65	125	124	1		5
New Mexico.....		4	10	14	14			2
New York.....	26	111	255	392	380	12		1
North Carolina.....	4	11	69	74	63	11		
North Dakota.....	1	6	44	51	42	9		
Ohio.....	14	69	178	261	248	13		5
Oklahoma.....	1	10	36	47	36	11		
Oregon.....	1	8	33	42	37	5		
Pennsylvania.....	16	104	240	360	344	16		3
Rhode Island.....	3	5	15	23	23			
South Carolina.....	2	5	32	39	38	1		
South Dakota.....	1	9	49	59	56	3		
Tennessee.....	4	7	52	63	61	2		
Texas.....	8	32	157	197	181	16		
Utah.....	1	3	13	17	16	1		
Vermont.....	1	10	36	47	46	1		
Virginia.....	4	15	53	72	69	3		
Washington.....	3	10	43	56	52	4		
West Virginia.....	3	11	44	58	53	5		
Wisconsin.....	5	36	124	165	154	11		1
Wyoming.....		4	12	16	15	1		
Hawaii.....	1	1	2	4	5		1	
Porto Rico.....		2	2	4	4			
Total.....	242	1,107	3,690	5,089	4,740	306	7	27

Since June 30, 1897, when there were 3,762 Presidential post-offices, there has been an increase of 1,277 offices of this class, or 33.9 per cent.

TABLE D.—*Number of fourth-class offices in the United States showing money order and nonmoney order; also showing number established, discontinued, and the increase or decrease in fourth-class post-offices as compared with previous year.*

States and Territories.	Money order.	Nonmoney order.	Total fourth class.	Increase over 1902.	Decrease over 1902.	Established.	Discontinued.	Advanced to Presidential.	Relegated.
Alabama	688	1,812	2,495		59	98	151	6	.....
Alaska	21	76	97	14		21	7		.....
Arizona	89	147	236	10		24	12	2	.....
Arkansas	500	1,477	1,977		5	75	75	5	.....
California	847	659	1,506		84	49	72	10	.....
Colorado	342	358	695		6	34	36	5	1
Connecticut	282	75	357		11	1	8	4	.....
Delaware	57	60	117		8	3	10	1	.....
District of Columbia					4		4		.....
Florida	418	723	1,141	19		76	56	1	.....
Georgia	671	1,723	2,394		187	108	283	14	2
Idaho	163	308	471	10		36	20	6	.....
Illinois	1,159	874	2,033		128	34	149	15	2
Indiana	381	846	1,227		146	20	157	9	.....
Indian Territory	166	463	629	53		82	21	8	.....
Iowa	1,008	845	1,848		114	24	118	20	.....
Kansas	764	550	1,314		56	80	76	10	.....
Kentucky	607	2,586	3,192	2		134	129	3	.....
Louisiana	366	905	1,271	21		75	49	5	.....
Maine	455	639	1,094		49	12	60	1	.....
Maryland	307	675	982		46	25	67	4	.....
Massachusetts	432	181	613		21	4	19	4	1
Michigan	810	886	1,696		107	43	133	17	.....
Minnesota	640	777	1,417		77	69	131	15	.....
Mississippi	593	1,733	2,326	19		133	110	4	.....
Missouri	1,192	1,451	2,643		85	79	157	7	.....
Montana	169	344	513	15		51	32	4	.....
Nebraska	491	385	876		35	19	48	6	.....
Nevada	47	127	174		8	7	13	2	.....
New Hampshire	248	225	473		19	1	18	2	.....
New Jersey	403	347	750		17	15	22	6	.....
New Mexico	109	264	373	14		34	18	1	.....
New York	1,587	1,340	2,927		161	34	181	15	1
North Carolina	468	2,540	3,008		130	116	235	11	.....
North Dakota	244	473	717	27		85	49	9	.....
Ohio	1,255	1,394	2,659		204	29	215	19	1
Oklahoma	246	570	816	39		108	56	12	1
Oregon	334	494	828		28	34	67	5	.....
Pennsylvania	2,379	2,173	4,552		149	91	221	19	.....
Rhode Island	75	89	114		4	4	8		.....
South Carolina	273	934	1,207		90	39	128	1	.....
South Dakota	252	388	640		25	20	43	3	.....
Tennessee	495	1,919	2,414		238	77	368	3	1
Texas	1,087	2,029	3,116	62		224	156	16	.....
Utah	126	187	313		11	11	21	1	.....
Vermont	290	196	486		14	2	15	1	.....
Virginia	764	2,886	3,650		27	137	161	3	.....
Washington	363	526	889	21		66	41	5	1
West Virginia	356	1,816	2,172	82		146	59	5	.....
Wisconsin	710	800	1,510		96	41	125	12	.....
Wyoming	92	223	315		9	18	26	1	.....
Hawaii	53	34	87	2		6	4		1
Porto Rico	28	49	77			3	3		.....
Tutuala (Samoa)	1		1						.....
Guam	1		1						.....
Midway Island		1	1	1		1			.....
Total	26,154	42,976	69,130	401	2,464	2,707	4,435	388	12

The following table (E), with its comparisons, shows the number of Presidential post-offices in the various States and Territories and their numerical rank in the list, beginning with New York, the highest, and closing with the District of Columbia, the lowest. It also shows the estimated population of the States and Territories and the numerical rank of the same, and a comparison of rank in Presidential post-offices and in population. The number of Presidential post-offices in a State may be safely regarded as an index of the industry and commercial activity of its people. The number of fourth-class post-offices may be

largely controlled by local circumstances. The character of the country roads in a State or Territory greatly influences the necessity for numerous post-offices for the convenience of the people in receiving their mails, and other similar circumstances may increase or decrease the number of fourth-class post-offices, but the number of Presidential offices is fixed largely by the amount of business done by the people.

TABLE E.—Comparative statement showing the number of Presidential post-offices, by States and Territories, and the rank of each State; also the estimated population of States and their rank.

States and Territories.	Presidential post-offices.	Rank in number of Presidential post-offices.	Estimated population.	Rank in population.
New York.....	392	1	7,729,914	1
Pennsylvania.....	360	2	6,678,351	2
Illinois.....	314	3	5,197,630	3
Iowa.....	285	4	2,343,668	11
Ohio.....	261	5	4,322,183	4
Michigan.....	233	6	2,531,283	9
Texas.....	197	7	3,381,629	5
Indiana.....	185	8	2,628,192	8
Massachusetts.....	177	9	3,018,271	7
Missouri.....	170	10	3,255,784	6
Minnesota.....	169	11	1,928,985	18
Wisconsin.....	165	12	2,207,460	13
Kansas.....	161	13	1,483,288	22
California.....	152	14	1,586,185	21
Nebraska.....	126	15	1,088,692	27
New Jersey.....	125	16	2,055,459	15
Connecticut.....	89	17	967,658	29
Georgia.....	80	18	2,353,300	10
Kentucky.....	77	19	2,247,017	12
North Carolina.....	74	20	1,993,962	16
Maine.....	72	21	704,892	31
Virginia.....	72	22	1,920,334	19
Tennessee.....	63	23	2,107,300	14
Mississippi.....	61	24	1,615,732	20
Arkansas.....	60	25	1,376,689	25
South Dakota.....	59	26	421,809	41
West Virginia.....	58	27	1,032,723	28
Colorado.....	57	28	569,406	34
Washington.....	56	29	590,378	33
Alabama.....	55	30	1,943,356	17
New Hampshire.....	54	31	423,071	40
North Dakota.....	51	32	387,028	42
Oklahoma.....	47	33	700,000	32
Vermont.....	47	34	347,146	43
Louisiana.....	43	35	1,479,029	23
Oregon.....	42	36	451,498	38
Florida.....	40	37	584,038	35
Indian Territory.....	39	38	500,000	36
South Carolina.....	39	39	1,406,259	24
Maryland.....	38	40	1,237,941	26
Montana.....	33	41	298,224	45
Idaho.....	30	42	204,770	48
Rhode Island.....	23	43	459,402	37
Arizona.....	21	44	148,008	51
Utah.....	17	45	363,482	44
Wyoming.....	16	46	106,168	52
Delaware.....	15	47	190,055	49
New Mexico.....	14	48	209,723	47
Nevada.....	12	49	43,744	39
Alaska.....	4	50	75,000	53
Hawaii.....	4	51	154,000	50
Porto Rico.....	4	52	963,243	30
District of Columbia.....	1	53	296,277	46

TABLE F.—*Showing total number of fourth-class post-offices, by States and Territories, in numerical order and the average compensation of fourth-class postmasters.*

States and Territories.	Fourth-class offices.	Average compensation of fourth-class postmasters.	Rank in number of fourth-class offices.	Rank in compensation of fourth-class postmasters.
Pennsylvania.....	4,562	\$214.13	1	28
Virginia.....	3,660	125.23	2	48
Kentucky.....	3,192	107.93	3	58
Texas.....	3,116	175.26	4	37
North Carolina.....	3,008	108.94	5	54
New York.....	2,927	278.36	6	12
Ohio.....	2,659	221.95	7	25
Missouri.....	2,643	179.80	8	34
Alabama.....	2,495	120.28	9	60
Tennessee.....	2,414	115.55	10	51
Georgia.....	2,394	134.26	11	45
West Virginia.....	2,172	180.79	12	46
Mississippi.....	2,126	22.57	13	49
Illinois.....	2,033	284.30	14	11
Arkansas.....	1,977	130.47	15	47
Michigan.....	1,696	245.72	16	16
Indiana.....	1,677	217.96	17	26
Wisconsin.....	1,510	238.48	18	19
California.....	1,506	239.60	19	18
Minnesota.....	1,417	243.40	20	17
Iowa.....	1,348	332.72	21	6
Kansas.....	1,314	261.94	22	15
Louisiana.....	1,271	161.40	23	41
South Carolina.....	1,207	136.79	24	44
Florida.....	1,141	158.01	25	43
Maine.....	1,094	281.84	26	22
Maryland.....	982	186.02	27	81
Washington.....	889	203.00	28	29
Nebraska.....	876	301.75	29	9
Oregon.....	828	176.09	30	36
Oklahoma.....	816	191.26	31	30
New Jersey.....	750	267.53	32	10
North Dakota.....	717	214.62	33	27
Colorado.....	695	235.54	34	20
Indian Territory.....	629	182.94	35	32
Massachusetts.....	613	373.01	36	3
South Dakota.....	590	224.58	37	21
Montana.....	513	163.10	38	40
Vermont.....	486	272.13	39	14
New Hampshire.....	473	272.66	40	13
Idaho.....	471	178.35	41	35
New Mexico.....	373	160.90	42	42
Connecticut.....	357	353.47	43	5
Wyoming.....	315	163.62	44	39
Utah.....	313	224.26	45	23
Arizona.....	236	182.06	46	53
Nevada.....	174	165.78	47	55
Delaware.....	117	223.22	48	24
Rhode Island.....	114	367.08	49	4
Alaska.....	97	109.90	50	52
Hawaii.....	87	317.97	51	7
Porto Rico.....	77	304.34	52	8
Tutula (Samoa).....	1	457.67	53	1
Guam.....	1	424.84	54	2

TABLE G.—Showing the gross receipts of post-offices, by States and Territories, arranged in order of rank in amount expended per capita in use of the mails; also the whole number of post-offices, by States and Territories, and their respective ranks.

States and Territories.	Gross receipts at post-offices.	Average amount expended per capita.	Rank of States in expenditure per capita.	Whole number of post-offices.	Rank in number of post-offices.
New York	\$23,082,129.50	\$2.98	1	3,319	3
District of Columbia	871,684.88	2.94	2	1	53
Nevada	117,240.52	2.68	3	186	47
Illinois	13,696,094.92	2.63	4	2,347	12
Colorado	1,470,251.55	2.49	5	752	35
Massachusetts	7,542,066.92	2.49	6	790	33
California	3,852,145.28	2.42	7	1,658	19
Connecticut	1,988,154.10	2.06	8	446	42
Washington	1,170,994.85	1.98	9	945	29
Maine	1,820,966.14	1.87	10	1,166	26
Vermont	648,687.17	1.87	11	583	39
Missouri	6,071,035.60	1.86	12	2,813	8
Rhode Island	827,723.79	1.80	13	137	48
Ohio	7,764,062.61	1.79	14	2,920	7
Minnesota	3,379,279.21	1.75	15	1,586	21
Pennsylvania	11,665,523.27	1.74	16	4,912	1
Oregon	789,738.49	1.74	17	870	31
Montana	514,820.13	1.72	18	546	38
Wyoming	181,811.28	1.71	19	331	44
New Hampshire	713,865.59	1.69	20	527	40
Michigan	4,252,019.76	1.67	21	1,929	16
Nebraska	1,788,513.04	1.64	22	1,002	28
New Jersey	3,367,810.30	1.63	23	875	30
Maryland	1,965,617.46	1.58	24	1,020	27
Idaho	313,991.39	1.53	25	501	41
North Dakota	580,974.38	1.50	26	768	34
Arizona	219,241.70	1.48	27	257	46
Iowa	3,433,713.41	1.46	28	1,633	20
South Dakota	686,392.82	1.39	29	649	37
Wisconsin	3,044,705.84	1.38	30	1,676	18
Utah	413,312.28	1.36	31	330	45
Kansas	1,380,271.77	1.33	32	1,475	22
Indiana	3,342,879.90	1.27	33	1,862	17
Delaware	224,497.09	1.18	34	132	49
Florida	675,857.35	1.15	35	1,181	25
West Virginia	980,493.10	.95	36	2,230	13
New Mexico	198,757.33	.94	37	387	43
Virginia	1,763,579.61	.91	38	3,722	2
Oklahoma	601,430.90	.85	39	863	32
Texas	2,865,256.08	.84	40	3,313	4
Louisiana	1,220,946.06	.82	41	1,314	23
Kentucky	1,812,072.90	.80	42	3,269	5
Tennessee	1,622,908.36	.77	43	2,477	10
Hawaii	117,922.36	.76	44	91	51
Indian Territory	373,358.37	.74	45	668	36
Georgia	1,719,736.46	.73	46	2,474	11
Arkansas	887,352.10	.64	47	2,037	15
North Carolina	1,129,853.20	.56	48	3,082	6
Alabama	1,054,788.40	.54	49	2,550	9
Mississippi	816,622.95	.48	50	2,187	14
Alaska	35,793.08	.47	51	101	50
South Carolina	632,916.07	.45	52	1,246	24
Tutula (Samoa)	708.19	.12	53	1	55
Porto Rico	91,067.90	.09	54	81	52
Guam	682.19	.07	55	1	54

There is a United States postal agency at Shanghai, China, the gross receipts of which were \$8,168.57.

The above table is a fine index of the business transactions of the various States. In this table New York ranks first, with \$2.98 per capita expended in the use of the mails, and South Carolina ranks lowest, excluding Porto Rico, Samoa, and Guam, with \$0.45 per capita expended in the use of the mails.

TABLE H.—Total number of cases of all kinds made up and acted upon by the Bureau for the fiscal year ended June 30, 1903.

States and Territories.	Post-offices.				Fourth-class post-masters.			Presidential cases.					Total number of cases.	
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and date.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removal.	Deceased.	Offices become Presidential.		Relegated to fourth class.
Alabama.....	98	151	174	(92)	334	50	34	1	4			4		850
Alaska.....	21	7	2	(2)	16	2	1					1		50
Arizona.....	24	12	9	(6)	48	10			5		1	2		111
Arkansas.....	75	75	139	(86)	357	56	28	1	1		1	3		736
California.....	49	73	49	(31)	215	22	13	1	32	1	1	6		462
Colorado.....	34	36	31	(21)	111	26	6	8	5	1	1	2	(1)	266
Connecticut.....	1	8	4		19	5	11		32		3	2		85
Delaware.....	3	10	1		6		4		5					29
District of Columbia.....		5			1									6
Florida.....	76	56	55	(22)	188	26	13	1	6		1	1		423
Georgia.....	108	283	130	(92)	325	42	29	1	7	1	1	12	(2)	989
Idaho.....	36	20	30	(19)	84	11	1	1	4			5		192
Illinois.....	81	149	38	(5)	259	36	17	4	44	2	5	11	(2)	599
Indiana.....	20	157	51	(17)	218	27	15	6	17	1	3	8		523
Indian Territory.....	82	21	34	(9)	160	24	6		5	1	1	5		339
Iowa.....	24	118	18	(2)	194	28	15	7	49	8	4	14		474
Kansas.....	30	76	50	(33)	199	32	13	2	25	1	3	11		442
Kentucky.....	134	129	117	(42)	448	60	40		10			3		941
Louisiana.....	75	49	61	(27)	180	32	27		10	1	2	6		443
Maine.....	12	60	24	(4)	83	7	14	1	11					212
Maryland.....	25	67	16	(7)	69	28	11		13	1	1	3		234
Massachusetts.....	4	27	6	(1)	38	11	7		34	1	6	2	(1)	136
Michigan.....	43	133	35	(6)	216	32	17	1	42	2	3	12		536
Minnesota.....	69	131	53	(29)	194	26	9	3	28	1	5	12		531
Mississippi.....	133	110	103	(72)	260	47	22		3	3	3	2		686
Missouri.....	79	157	71	(43)	479	56	23	1	25		1	7		899
Montana.....	51	32	37	(23)	87	18	7	1	2	1		7		243
Nebraska.....	19	48	40	(29)	116	16	5	5	13	2	9	6		279
Nevada.....	7	13	6	(4)	25	2	3		1			2		59
New Hampshire.....	1	18	5		31	6	8	1	4					74
New Jersey.....	15	27	6		54	18	14	1	16	2	4	6		163
New Mexico.....	34	20	19	(4)	78	9	2	1				1		164
New York.....	34	182	66	(3)	169	67	31	2	107	3	7	12	(1)	679
North Carolina.....	116	235	148	(97)	268	108	38	2	13		1	6		930
North Dakota.....	85	49	67	(49)	121	16	9	1	6	2	1	7		364
Ohio.....	29	220	84	(34)	266	48	26	6	51		4	15	(1)	748
Oklahoma.....	108	58	118	(32)	197	32	3		3	3		9	(1)	531
Oregon.....	34	57	67	(44)	144	15	9		12			7		341
Pennsylvania.....	91	224	146	(64)	425	80	43	6	102	1	3	19		1,140
Rhode Island.....	4	8	2		6	3	1		7					32
South Carolina.....	39	128	30	(11)	90	21	16		12	1		4		341
South Dakota.....	20	43	32	(23)	95	11	6	1	9		1	1		219
Tennessee.....	77	368	92	(18)	292	54	24		6		2	3	(1)	918
Texas.....	224	156	113	(52)	550	55	28	3	31	1	3	16		1,180
Utah.....	11	21	14	(8)	52	2	2		3	1		2		105
Vermont.....	2	15	5	(1)	45	10	6		10			1		94
Virginia.....	137	161	94	(41)	313	68	50	1	7	2	3	1		837
Washington.....	66	41	57	(35)	144	21	7		6	1		2	(1)	345
West Virginia.....	146	59	105	(57)	279	41	23		7	1	2	4		667
Wisconsin.....	41	126	40	(11)	139	18	16	1	41	1		14		437
Wyoming.....	18	26	20	(13)	68	6	5	1	1			1		146
Hawaii.....	5	4			8	3	1	1					(1)	22
Porto Rico.....	3	3	1		13	9	3							32
Tutulla (Samoa).....														
Guam.....														
Midway Island.....	1													1
Total.....	2,707	4,462	2,714	(1,344)	8,776	1,448	768	67	885	42	36	230	(12)	22,225

Total number of postmasters resigned.....	8,277
Appointments upon resignation.....	8,277
Appointments upon resignations where appointees declined or failed to qualify.....	499
Total number of appointments upon resignation.....	8,776
Total number of postmasters removed.....	1,368
Appointments upon removal.....	1,368
Appointments upon removal where appointees declined or failed to qualify.....	80
Total number of appointments upon removals.....	1,448
Total number of postmasters deceased.....	713
Appointments upon deaths of postmasters.....	713
Appointments upon deaths of postmasters where appointees declined or failed to qualify.....	45
Total number of appointments upon deaths of postmasters.....	758

TABLE I.—Total number of post-offices in the United States on June 30 of each year since 1790.

Year.	Num-ber.	Year.	Num-ber.	Year.	Num-ber.	Year.	Num-ber.	Year.	Num-ber.
1790.....	75	1813.....		1836.....	11,091	1859.....	28,539	1882.....	46,281
1791.....	89	1814.....	2,670	1837.....	11,767	1860.....	28,498	1883.....	46,820
1792.....	195	1815.....	3,000	1838.....	12,519	1861.....	28,586	1884.....	48,434
1793.....	209	1816.....	3,260	1839.....	12,780	1862.....	28,875	1885.....	51,252
1794.....	450	1817.....	3,459	1840.....	13,468	1863.....	29,047	1886.....	53,614
1795.....	453	1818.....	3,618	1841.....	13,778	1864.....	28,878	1887.....	56,157
1796.....	468	1819.....	4,000	1842.....	13,733	1865.....	20,560	1888.....	57,376
1797.....	554	1820.....	4,500	1843.....	13,814	1866.....	23,828	1889.....	58,999
1798.....	639	1821.....	4,650	1844.....	14,103	1867.....	25,163	1890.....	62,401
1799.....	677	1822.....	4,709	1845.....	14,183	1868.....	26,481	1891.....	64,329
1800.....	903	1823.....	4,043	1846.....	14,601	1869.....	27,106	1892.....	67,119
1801.....	1,025	1824.....	5,182	1847.....	15,146	1870.....	28,492	1893.....	68,408
1802.....	1,114	1825.....	5,677	1848.....	16,159	1871.....	30,045	1894.....	69,805
1803.....	1,258	1826.....	6,150	1849.....	16,749	1872.....	31,863	1895.....	70,064
1804.....	1,405	1827.....	7,300	1850.....	18,417	1873.....	33,244	1896.....	70,360
1805.....	1,558	1828.....	7,530	1851.....	19,796	1874.....	34,294	1897.....	71,022
1806.....	1,710	1829.....	8,004	1852.....	20,901	1875.....	35,547	1898.....	73,570
1807.....	1,848	1830.....	8,450	1853.....	22,320	1876.....	36,393	1899.....	75,000
1808.....	1,944	1831.....	8,686	1854.....	23,648	1877.....	37,345	1900.....	76,688
1809.....	2,012	1832.....	9,205	1855.....	24,410	1878.....	38,253	1901.....	76,945
1810.....	2,300	1833.....	10,127	1856.....	25,565	1879.....	40,568	1902.....	75,924
1811.....	2,403	1834.....	10,693	1857.....	26,586	1880.....	42,989	1903.....	74,169
1812.....	2,610	1835.....	10,770	1858.....	27,977	1881.....	44,512		

The foregoing table is given as a matter of interesting statistics and shows the gradual increase in the number of post-offices from the establishment of the postal service to 1901. The records of this Bureau fail to give the number of offices in existence in 1813. With the exception of a slight decline in 1842, the table shows a steady increase from 1790 to 1859. Between the years of 1859 and 1870, owing to the disorganized condition of the postal service in the Southern States, caused by the rebellion, the steady advancement in the number of offices was arrested, but from 1870 to 1901 there was a steady and rapid increase in the number of offices established, indicating the rapid progress our country has made, not only in population, but in material strength and power. The decrease in 1902 and 1903 was caused by the extension of the rural free-delivery service as a substitute for many country post-offices.

In the year 1790 there were 75 post-offices in operation. At that time the population of the 13 States which then constituted the Union was 3,929,214, or, for convenience, stating it in round numbers, there were 3,930,000 people, served by 75 post-offices, an average of 1 office to 52,400 people. Since that time the offices have been multiplied almost 1,000 times, while the population has multiplied over 20 times.

The following table shows the population, in round numbers, by decades, since 1790, the number of post-offices in operation for the same years, and the average number of persons to each office:

Year.	Population.	Number of post-offices.	Average number of persons to each office.
1790.....	3,930,000	75	52,400
1800.....	5,310,000	908	5,880
1810.....	7,240,000	2,300	3,148
1820.....	9,630,000	4,500	2,140
1830.....	12,870,000	8,450	1,521
1840.....	17,070,000	13,468	1,267
1850.....	23,190,000	18,417	1,259
1860.....	31,640,000	28,498	1,110
1870.....	38,560,000	28,492	1,353
1880.....	50,150,000	42,989	1,166
1890.....	62,620,000	62,401	1,008
1900.....	76,295,000	76,688	996
1903 ^a	81,033,000	74,169	1,092

^a Estimated.^b Including Hawaii and Porto Rico.

TABLE J.—*Total number of first, second, and third class post-offices (Presidential grade) on June 30 of each year since 1851.*

Year.	Number.	Year.	Number.	Year.	Number.	Year.	Number.	Year.	Number.
1851.....	215	1862.....	426	1873.....	1,363	1884.....	2,323	1895.....	3,504
1852.....		1863.....	550	1874.....	1,408	1885.....	2,233	1896.....	3,635
1853.....	255	1864.....	706	1875.....	1,547	1886.....	2,265	1897.....	3,762
1854.....	257	1865.....	712	1876.....	1,568	1887.....	2,336	1898.....	3,816
1855.....	258	1866.....	709	1877.....	1,397	1888.....	2,502	1899.....	3,993
1856.....	339	1867.....	837	1878.....	1,570	1889.....	2,684	1900.....	4,233
1857.....	368	1868.....	849	1879.....	1,711	1890.....	2,738	1901.....	4,466
1858.....	400	1869.....	980	1880.....	1,761	1891.....	2,942	1902.....	4,740
1859.....	417	1870.....	1,093	1881.....	1,863	1892.....	3,156	1903.....	5,039
1860.....	433	1871.....	1,172	1882.....	1,951	1893.....	3,360		
1861.....	434	1872.....	1,200	1883.....	2,143	1894.....	3,428		

THE DIVISION OF BONDS AND COMMISSIONS.

The division of bonds and commissions is intrusted with the custody of all bonds of postmasters, and keeps the records pertaining thereto. It also prepares all commissions of postmasters for the signature of the Postmaster-General and the President, and keeps all records relating to said commissions.

In this division notices of appointment to newly appointed postmasters are prepared and forwarded, with blank bonds and oaths, for execution. A record is kept of the names of all postmasters, with the dates of their appointment and the names of their sureties.

BONDS.

Bonds of all postmasters, after execution, are referred to this division for examination, and if found in proper form they are submitted to the Fourth Assistant Postmaster-General for approval. Upon the approval of the bonds commissions are prepared, and then the bonds are filed alphabetically by States. Questions touching the validity of a bond are reported from this division, and if for any reason the sufficiency of the bond is in doubt, an inspector is directed to examine into its validity and the responsibility of the sureties. The United States statutes provide that postmasters shall furnish new bonds every four years. Upon the death of a surety it is the postmaster's duty to report the same immediately to the Department, and he is required to furnish a new bond.

Upon the establishment of a post-office the person appointed postmaster is required to furnish a bond of the penalty of \$500. As the business of the office increases this penalty is from time to time increased. The amount of penalty is based upon the quantity of supplies carried in the office. When an office becomes of such size and importance as to require money-order facilities, a new bond, covering the money-order business, is called for. The amount of the penalty of the bond for postal funds is determined from the report of the Third Assistant Postmaster General showing the amount of supplies furnished, and it is not expected that a postmaster will have stamps and other supplies on hand amounting to more than three-fourths of the penalty of the bond. The amount of money-order penalty is determined from the report of the money-order division of the office of the First Assistant Postmaster-General. Postmasters are required to make their deposits promptly, and consequently should never have a greater

amount of money-order funds on hand than will meet the daily demands upon the office, and the amount of the bond is therefore fixed to cover possible contingencies.

When the Third Assistant Postmaster-General finds that the value of supplies ordered by any postmaster amounts to more than three-fourths of the penalty of his bond, he so advises the division of bonds and commissions, and the postmaster is called on to furnish a new bond with an increase of penalty. The various causes for which new bonds are required are as follows: Renewals at the end of every four years; upon the death of a surety; upon the request of a surety to be released from a bond; upon the report of an inspector that for any reason the bond is found to be insufficient; and upon the insufficiency of the penalty covering the postal and money-order funds.

SURETIES ON BONDS.

By the act of Congress approved August 13, 1894, authority was given the departments in Washington to accept bonds executed by surety and trust companies for such Government officials as are required by law to furnish a guaranty for faithful performance of duty. This act has had a limited application to postmasters' bonds. The Postal Laws and Regulations require that every postmaster's bond shall be executed by not less than two sureties, and the Postmaster-General has wisely insisted that at least one of them shall be a patron of the office in question. The bonds of surety and trust companies are accepted from postmasters at offices of the first and second classes for half the penalty, provided the company is incorporated under the laws of the State in which the office is located. Personal sureties are preferable, however, because collections can be much more promptly and satisfactorily made. Bond companies sometimes resort to legal quibbles and technicalities to delay or evade payment when losses occur, while private citizens, when presented with the proof that the guaranteed is in default, as a rule promptly meet the obligation and pay the loss.

Another feature of the desirability of personal sureties is that defaults are less liable to occur when the bonded official realizes that he is involving his neighbors and personal friends in serious financial loss. When citizens of a community and patrons of the post-office are on the bond of the postmaster, and are therefore responsible for his conduct, they are quick to observe any suspicious practices or habits on the part of the postmaster, and frequently report to the Department the result of their observations, which always leads to prompt investigation. Surety and trust companies are not accepted on the bonds of postmasters at third and fourth class offices.

The policy that requires a postmaster to furnish bondsmen from among his neighbors doubtless protects the Department in many instances from securing incompetent and unworthy postmasters, and in case of death or of defalcation or other violations of the Postal Laws and Regulations it is a matter of great convenience that the inspector can call immediately upon the bondsmen and require them to make good the shortage or take immediate possession of the office, designating some one to act as postmaster who will conduct the business to the satisfaction of the Department and the community until a successor may be appointed. At least two sureties are required on every bond,

and the aggregate amount in which these sureties qualify must be double the amount of the penalty of the bond. The aggregate amount of the penalties of all postmasters' bonds now in force is about \$120,000,000.

The penalties of the bonds which were approved during the fiscal year 1903 amounted to \$41,083,000, as compared with \$58,810,800 for the preceding fiscal year.

The law of Congress which requires the bonding of clerks direct to the Government has resulted in serious embarrassment in a number of instances in the collection of losses from postmasters, the postmasters alleging that since the clerk is bonded direct to the Government the clerk is responsible for the loss and not the postmaster. Such a claim, in the judgment of the Department, is not valid, and postmasters are held for such losses. Prior to the passage of this law, however, there was no question as to the liability of postmasters for the defalcation of clerks, since clerks were not bonded to the Department, but to the postmasters whenever they saw fit to require bonds of clerks handling the funds of the office. The old practice was much more satisfactory, and collections were more easily and promptly made.

If for any reason whatever the Department deems it necessary for a postmaster to furnish a new bond, he is at once notified, and if he fails after two notices to furnish a new bond the same is reported to the division of appointments, where a case is made up for the removal of the postmaster.

In addition to the bonds and oaths of office, a great many blanks and circulars are sent out from this division. The whole number of blank forms in use in the division is 77. The number of all these sent out during the fiscal year was 189,312. Thirty-two thousand eight hundred and thirty-seven blank bonds were forwarded to postmasters for execution; of these, 8,415 were received improperly executed and were returned for correction.

The oaths of all clerks and assistant postmasters in all post-offices are filed in this division. Of these there were received and filed during the year 42,269.

The apparent discrepancy, as shown in the attached table, between the number of cases received from the division of appointments and the number of appointment bonds examined and passed for approval grows out of the fact that all the cases made up for the discontinuance of post-offices and for changes of site have to be handled in the bond division as well as in cases of appointment.

It sometimes occurs that a postmaster resigns and abandons his office, and the appointment of a successor does not immediately follow. In such cases, and also in case of the death of postmasters, it devolves upon the bondsmen to select some one who shall act as postmaster until a new appointment may be made. The bond of the postmaster is held to be in force until such time as the new appointee qualifies, receives his commission, and takes charge of the office.

RECORDS OF THE DIVISION.

For convenient reference, a record of the bonds of Presidential postmasters is kept in a separate book from those in which the record of fourth-class bonds is kept, the names of the postmasters being arranged alphabetically and according to the dates of appointment.

In addition, the names of the Presidential postmasters are entered in another book by States and Territories, the offices being arranged in alphabetical order.

In fourth-class cases a record is kept of the bonds of all postmasters in alphabetical order. There is also a record in which the post-offices are arranged alphabetically by counties and States, with the names of the postmasters and dates of appointments.

REPORTS.

From the bond division reports of its operations are made as required by law, as follows: Daily, to the division of post-office supplies, to the Superintendent of the Money-Order System, and to the Superintendent of Free Delivery, in the office of the Fourth Assistant Postmaster-General; to the contract and equipment divisions, in the office of the Second Assistant Postmaster-General; to the stamp division, in the office of the Third Assistant Postmaster-General, and to the General Superintendent of the Railway Mail Service, in the office of the Second Assistant Postmaster-General, for publication in the Daily Bulletin, and weekly to the Auditor for the Post-Office Department.

COMMISSIONS.

Three classes of commissions are issued—Presidential recess, Presidential confirmation, and fourth class—and the preparation of these is assigned to the bond division. Commissions to postmasters of the Presidential class are signed by the President and countersigned by the Postmaster-General. Except in recess appointments, Presidential commissions are for a period of four years. Recess appointments are those made by the President during recess of Congress, and commissions issued upon such appointments are in force until the adjournment of the first session of the Senate after the appointment, or until such time as the Senate may confirm the appointee, if such commission is not sooner revoked by the President. Commissions to postmasters of the fourth class are signed only by the Postmaster-General, and run for no definite length of time, but expire at the will of the Postmaster-General.

The work of the division has been largely increased by the operation of a provision of the legislative, executive, and judicial appropriation act for the fiscal year ended June 30, 1896, which provides for an examination into the validity of all bonds of postmasters once every two years and for the renewal of all such bonds at the expiration of every four years.

Prior to the passage of this act the bonds of all postmasters of the fourth class, excepting those of money-order offices, were deemed to be sufficient upon the certificate of the officer qualifying the sureties, and only in special cases was investigation made by the Department as to the responsibility of such sureties.

The examinations required under this provision are made through the force of post-office inspectors, and they necessarily entail upon that force, as well as upon the division of bonds and commissions, a vast amount of additional work. The bonds of all postmasters at offices of the first, second, and third classes, as well as at money-order offices of the fourth class, after being approved by the Department, are sub-

mitted to the inspectors' division for a report as to its sufficiency. Much added labor, of course, also devolves upon this division through the requirement for a renewal of all bonds every four years.

During the fiscal year the Senate confirmed the appointment of 1,379 postmasters.

The number of postmasters reported by the Auditor for the Post-Office Department for informalities or delinquencies during each of the last five fiscal years is as follows: 1899, 423; 1900, 231; 1901, 461; 1902, 503; 1903, 415.

The number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the auditor, or of their delinquencies, for each of the last five fiscal years is as follows: 1899, 1,101; 1900, 510; 1901, 922; 1902, 993; 1903, 833.

The following table is submitted, showing in detail the amount of work accomplished by this division during the year:

Report showing the amount and character of work done in the bond division for the fiscal year ended June 30, 1903.

CASES RECEIVED.

Number of cases received from appointment division:

Presidential.....	1,522
Fourth class, money order.....	4,904
Fourth class, not money order.....	15,798
Total.....	22,224

BONDS APPROVED.

Number of bonds examined and passed for approval of the Postmaster-General:

Presidential.....	1,875
Fourth class, money order.....	11,121
Fourth class, not money order.....	15,990
Total.....	28,986

NEW BONDS.

New bonds sent by order of the Postmaster-General.....	11,600
New bonds sent upon request of sureties.....	802
New bonds sent upon request of postmasters.....	1,330
New bonds sent upon request of the Third Assistant Postmaster-General.....	7
New bonds sent upon report of post-office inspectors.....	631
New bonds sent for establishment of new money-order offices.....	1,289
Total sent.....	15,659
Less number of new bonds sent and for various reasons not yet returned....	962
Whole number received.....	14,697

Total number of new bonds received, reported, and filed:

Presidential.....	195
Fourth class, money order.....	7,392
Fourth class, not money order.....	7,110
Total.....	14,697

NEW BONDS AND APPOINTMENT BONDS.

Total number of bonds received, reported, and filed:

New bonds.....	14,697
Appointment bonds.....	14,289
Total.....	28,986

BONDS RETURNED.

Bonds returned for correction	8, 415
Duplicate bonds issued	3, 851

OATHS AND NOTICES.

Oaths of clerks and assistant postmasters received and filed	42, 269
Surety notices sent to the chief post-office inspector for investigation	19, 311
Post-office inspectors' reports on sufficiency of bonds received	18, 138
Number of blank oaths sent by request of postmasters	36, 228

INFORMALITIES REPORTED.

Number of postmasters reported by the Auditor for informalities or delinquencies	416
Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies	833

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1903.

Commissioned postmasters reported to the Auditor and the Third Assistant Postmaster-General, and for publication in the Postal Bulletin:	
Presidential	1, 680
Fourth class, money order	3, 729
Fourth class, not money order	8, 880
Total	14, 289
New bonds reported to the Auditor	14, 697
New bonds reported to the Third Assistant Postmaster-General	2, 135
Number of discontinued post-offices reported to the Auditor and the Third Assistant Postmaster-General	4, 219
Number of acting postmasters reported to the Auditor and the Third Assistant Postmaster-General	871
Number of acting postmasters reported to the Superintendent of the Money-Order System	444
Number of establishments and changes of name and site of post-offices reported to the equipment division and to the division of post-office supplies	3, 845

Penalty of bonds approved for year ended June 30, 1903.

Presidential	\$16, 161, 000
Fourth class, money order	\$17, 927, 000
Fourth class, not money order	\$7, 995, 000

Total penalty	\$41, 083, 000
Average penalty of bonds approved this year:	
Presidential	\$8, 620
Fourth class, money order	\$1, 612
Fourth class, not money order	\$500
Number of blank forms in use	77
Number of blanks sent out	189, 312

THE DIVISION OF FREE DELIVERY.

On May 9, 1903, pursuant to your order, the division of free delivery, formerly assigned to the First Assistant Postmaster-General, was transferred to this Bureau. This division embraces three branches of the postal service, namely, city free delivery, special delivery, and rural free delivery. The supervision of the work has been directed by the general superintendent, while superintendents had immediate charge of the city free-delivery and the rural free-delivery service. The special delivery is in charge of a clerk, having the personal attention of the general superintendent. The supervisor of the rural free-delivery service has charge of the inspection of the established routes,

the gathering of statistics as to the business transacted by rural carriers, and the conducting of general correspondence in relation to the service. This organization has been continued up to the present time.

CITY FREE DELIVERY.

The superintendent of city free delivery has immediate charge of the extension of the service where it is in operation; the establishment of service at offices becoming entitled to it under the law; allowances for horse hire, for wagon collection service, for bicycles, and for the employment of emergency and temporary carriers; the bonding of carriers and substitutes; the discipline of carriers; the recording of all changes in the service, such as appointments, promotions, transfers, removals, and reinstatements, and the examination of schedules of deliveries and collections.

NEW FREE-DELIVERY OFFICES.

The service has been established at 99 offices during the year. In 1902 the number of offices was 67; in 1901, 68; in 1900, 62; and in 1899, 47. Following is a list of the offices which became free delivery in 1902-3, with the number of carriers at each:

New offices established during the fiscal year ending June 30, 1903.

	Carriers.		Carriers.
1. Abilene, Tex	2	37. Hanover, Pa	4
2. Albany, Oreg	2	38. Highpoint, N. C	2
3. Albion, N. Y	4	39. Hingham, Mass	3
4. Alexandria, La	3	40. Houlton, Me	3
5. Ambler, Pa	2	41. Iowa Falls, Iowa	2
6. Ames, Iowa	3	42. Irvington, N. Y	3
7. Ardmore, Ind. T.	2	43. Junction City, Kans	2
8. Barberton, Ohio	3	44. Kalispell, Mont	2
9. Beaver Dam, Wis	3	45. Kendallville, Ind	3
10. Berwick, Pa	3	46. Lake Charles, La	4
11. Bessemer, Ala	4	47. Lawton, Okla	3
12. Bismarck, N. Dak	3	48. Lead, S. Dak	4
13. Bonham, Tex	3	49. Leroy, N. Y	3
14. Bristol, Pa	4	50. Lewisburg, Pa	2
15. Canal Dover, Ohio	3	51. Lewiston, Idaho	2
16. Cape May, N. J	3	52. Livingston, Mont	2
17. Carnegie, Pa	6	53. Longbeach, Cal	3
18. Carrollton, Mo	2	54. Lyons, N. Y	3
19. Centerville, Iowa	4	55. McKinney, Tex	2
20. Concordia, Kans	2	56. McPherson, Kans	2
21. Concord Junction, Mass	2	57. Malone, N. Y	4
22. Crowley, La	3	58. Marshfield, Wis	3
23. Danville, Ky	3	59. Mendota, Ill	3
24. Dover, Del	2	60. Mexico, Mo	4
25. Dwight, Ill	2	61. Morgan Park, Ill	2
26. East Aurora, N. Y	2	62. Moscow, Idaho	2
27. Easthampton, Mass	3	63. Muskogee, Ind. T.	2
28. Estherville, Iowa	3	64. New Ulm, Minn	3
29. Eugene, Oreg	2	65. Noblesville, Ind	3
30. Franklin, Ind	3	66. Norfolk, Nebr	3
31. Franklin, Mass	3	67. Northfield, Minn	3
32. Freehold, N. J	3	68. Ocean City, N. J	3
33. Florence, Colo	3	69. Oelwein, Iowa	3
34. Hampton, Va	4	70. Osage, Iowa	2
35. Hancock, Mich	3	71. Pendleton, Oreg	2
36. Hattiesburg, Miss	3	72. Philipsburg, Pa	3

Carriers.				Carriers.			
73. Pocatello, Idaho.....	2	87. Sumter, S. C.....	3				
74. Princeton, Ill.....	3	88. Tarentum, Pa.....	3				
75. Putnam, Conn.....	4	89. Taylorsville, Ill.....	3				
76. Redding, Cal.....	3	90. Trenton, Mo.....	4				
77. Ridgewood, N. J.....	3	91. Tuscaloosa, Ala.....	2				
78. Rockyford, Colo.....	2	92. Union City, Pa.....	3				
79. St. Charles, Mo.....	4	93. Vandergrift, Pa.....	2				
80. St. Johns, Mich.....	3	94. Washington, Iowa.....	3				
81. Salisbury, N. C.....	3	95. Wauwatosa, Wis.....	2				
82. Saugerties, N. Y.....	3	96. Waynesburg, Pa.....	2				
83. San Rafael, Cal.....	2	97. Wellesley, Mass.....	2				
84. Scottsdale, Pa.....	3	98. Woodbury, N. J.....	3				
85. South Weymouth, Mass.....	9	99. York, Nebr.....	3				
86. Statesville, N. C.....	2						

GROWTH OF THE SERVICE.

Besides the 285 carriers provided for new service, 1,470 were allowed for extension of the service at offices where free delivery has been in operation. The total number of carriers employed on June 30, 1903, was 19,542, an increase of 9.9 per cent over the number at the corresponding date the previous year. The number of offices having free delivery at the close of the fiscal year was 1,032.

The following table gives the principal facts regarding the expansion of the service from its inception, July 1, 1863, to this time, a period of just forty years:

Year.	Number of offices.	Increase.	Number of carriers.	Increase.	Gross receipts.	Increase.	Cost of service.	Increase.	Cost to gross receipts.	Ratio of cost per carrier.
				Per ct.		Per ct.		Per ct.	Per ct.	
1863-64.....	66		685				\$317,063.20			\$462.86
1864-65.....	45		757				448,604.51			592.68
1865-66.....	46		863				589,236.41			682.77
1866-67.....	47		943				699,334.34			742.24
1867-68.....	48		1,136				936,334.59			831.88
1868-69.....	48		1,419				1,183,915.31			950.17
1869-70.....	51		1,362				1,230,079.85			903.14
1870-71.....	52		1,419				1,353,923.23			954.14
1871-72.....	52		1,443				1,385,965.76			970.43
1872-73.....	52		1,498				1,422,495.48			949.59
1873-74.....	87	35	2,049				1,402,696.41			879.79
1874-75.....	87		2,196				1,890,041.99			856.51
1875-76.....	87		2,269				1,981,186.51			873.15
1876-77.....	87		2,265				1,893,619.85			836.08
1877-78.....	87		2,275	0.4	\$12,117,820.24		1,824,166.96		15.05	801.84
1878-79.....	88	1	2,359	3.6	13,066,470.76	7.8	1,947,706.61	6	14.90	825.69
1879-80.....	104	16	2,628	13.9	15,082,166.65	15.4	2,363,693.14	21.4	15.66	879.31
1880-81.....	109	5	2,861	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1881-82.....	112	3	3,115	8.8	19,414,772.80	14.9	2,623,262.74	4.9	13.51	842.45
1882-83.....	154	42	3,680	18.1	22,317,499.94	14.9	3,173,336.51	20.9	14.21	862.31
1883-84.....	159	5	3,890	5.7	21,596,020.08	3.2	3,504,206.52	16.4	16.22	891.82
1884-85.....	178	19	4,358	12	21,940,169.42	1.6	3,985,952.55	13.4	18.15	914.62
1885-86.....	181	3	4,841	11	22,629,826.66	3.1	4,312,306.70	9	19.05	890.58
1886-87.....	189	8	5,310	9.6	25,014,385.30	10.5	4,618,692.07	6.7	18.46	869.82
1887-88.....	358	169	6,346	19.3	29,459,943.33	13.7	5,422,356.36	17.4	18.40	854.45
1888-89.....	401	43	8,257	30.1	32,206,493.72	9.3	6,957,941.90	28.3	21.60	842.67
1889-90.....	454	53	9,066	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1890-91.....	519	65	10,180	11.7	40,405,386.28	10.2	9,072,160.31	13.7	22.47	895.57
1891-92.....	568	49	10,737	5.8	44,031,728.77	9	9,966,892.67	9.9	22.63	928.27
1892-93.....	610	42	11,625	8.2	48,444,363.88	10	10,683,575.26	7	22.05	919.01
1893-94.....	610		11,736	9	45,801,210.16	5.15	11,229,436.78	5.1	24.51	956.83
1894-95.....	604		12,714	8.2	49,128,621.42	7.2	12,135,544.93	8	24.70	954.60
1895-96.....	627	23	12,834	9.4	52,567,624.42	7.7	12,718,861.41	4.7	24.18	970.59
1896-97.....	629	2	12,931	7.5	52,741,470.37	33	12,827,896.69	88	24.32	991.98
1897-98.....	688	59	13,696	5.9	56,681,404.68	7.47	13,387,506.10	4.4	23.62	977.47
1898-99.....	735	47	14,256	4	61,807,916.82	9.04	13,906,800.00	3.9	22.50	975.43
1899-1900.....	796	61	15,322	7.48	66,775,903.86	8	14,512,190.04	4.4	21.73	979.78
1900-1901.....	866	71	16,389	6.96	74,235,394.67	11.26	15,752,600.00	8.55	21.20	961.17
1901-2.....	933	67	17,787	8.5	83,330,412.37	12.16	17,123,310.90	8.7	20.55	962.80
1902-3.....	1,032	99	19,542	9.9	93,466,623.13	12.14	19,387,986.00	12.93	20.69	989.56

a Decrease.

NOTE.—Prior to the year 1877-78 the gross receipts of free-delivery offices were not reported separately by the Auditor.

It will be seen that while the gross receipts of free-delivery offices increased 12.14 per cent, or almost \$10,000,000, the cost of city delivery increased at a greater ratio—12.93 per cent. The cost of the service increased from 20.55 per cent to 20.69 per cent of the gross receipts of the free-delivery offices, and is in excess of one-fifth of the total income of those offices. The cost per carrier was \$989.56, a material advance over former years, having been exceeded only in 1896-97.

SEPARATIONS FROM THE SERVICE.

There were during the year 653 separations of carriers from the service for the reasons given below:

For intoxication	69
For arrest for violation of postal laws and regulations	28
For gross violation of postal laws and regulations	100
For physical disabilities	11
By resignations	296
By deaths	151
Total	653

The following statement gives the percentage of separations for every cause since the civil-service law was extended to cover all free-delivery offices ten years ago:

	Percent.		Percent.
1893-94	6.3	1898-99	3
1894-95	4.9	1899-1900	2.9
1895-96	3.7	1900-1901	2.9
1896-97	2.5	1901-2	3
1897-98	2.9	1902-3	3.3

Removals for cause during the same period were as follows:

	Percent.		Percent.
1893-94	4	1898-99	1.27
1894-95	3	1899-1900	1.17
1895-96	2.10	1900-1901	1.09
1896-97	1.06	1901-2 .....	.88
1897-98	1.32	1902-3 .....	.99

There were 21 more removals for intoxication, 6 more for arrest, and 11 more for gross violations of the postal laws and regulations than during the preceding year. These figures tend to show that there is no marked increase in the dishonesty or carelessness of carriers, but that intemperance is growing and that more stringent measures must be taken to prevent it. Removal of those who use intoxicants to excess appears to be the only effective method of discipline or of relieving the service of drunkards, experience through a long series of years having demonstrated that very few redeem promises to reform.

SPECIAL-DELIVERY SERVICE.

Fees of 8 cents each on special-delivery matter were claimed by postmasters last year to the total amount of \$716,765.49, showing that 8,959,568 pieces of mail of this character were delivered. These figures relate to all post-offices, irrespective of class. The following table

contains a comparative statement of special-delivery matter handled at free-delivery offices during the fiscal years 1902 and 1903:

Item.	Year ending June 30—		Increase.	Per cent of increase.
	1902.	1903.		
Number of messengers in special-delivery service.....	2,659	2,917	258	9.32
Number of special-delivery letters and parcels arriving from other places.....	5,564,311	6,446,679	892,368	16.07
Number of special-delivery parcels and letters for local delivery.....	1,231,910	1,413,613	181,703	14.75
Total.....	6,786,221	7,860,292	1,074,071	15.84
Number of special-delivery letters and parcels failed of delivery by messengers.....	313,865	362,167	48,302	a. 13
Amount of compensation paid to messengers or others for special delivery.....	\$533,207.63	\$621,779.46	\$88,571.83	16.61
Average time of delivery of special-delivery mail after its arrival.....minutes..	18.25	18.60	.35	.02

a Decrease in proportion to number of pieces received for special delivery.

Amount allowed for car fare of special-delivery messengers during fiscal year 1902-3, \$7,858.93.

DETROIT MARINE SERVICE.

The peculiar marine service at Detroit, Mich., for the exchange of mail with passing vessels requires special mention at this time because of the necessity of entering upon a new contract for the boat that forms the essential part of the equipment.

The service went into operation in 1895. The mail to and from vessels is handled at a so-called "marine station" of the post-office, situated on a dock. Deliveries and collections are made by steamer or rowboat, all of the five carriers at present employed being expert watermen. The vessels do not stop or slow down to receive or dispatch their mails, so that the exchange must be made after the mail boat has overhauled and made fast to a vessel and while both are in motion. During the first season (1895), a steam tug was used by the carriers, but it was found not well adapted to the work, and before the close of the season a small steamer was secured and has been in the service continuously since. She was chartered for the remainder of that season and for the seasons of 1896 and 1897, but in the spring of 1898 a contract providing for her use for a term of four years, from April 1 of that year, at \$18 a day, was entered into. That contract has been extended by the Postmaster-General to cover the season of 1903. The average season is two hundred and fifty days, for which the current appropriation of \$4,500 just provides at the rate of \$18 a day.

It having been assumed that a steamer of special construction, unsuited for other purposes, would be needed for this service, the proviso "that the Postmaster-General may, in his discretion, enter into contract for such marine postal service for a period not exceeding ten years" was incorporated into the last appropriation act. Efforts have been made to perfect a contract of the character contemplated, but the results of advertising and other measures for calling attention to the Department's wants were only two bids. One of these is for performing the service at the rate of \$47 a day and the other at \$75 a day. The lowest bidder proposes to build a steel boat 85 feet long and of 16 feet beam, with abundant speed and with adequate quarters for accommodating the carriers as well as the crew. If this bid is accepted, the

service will cost \$11,750 for a season of two hundred and fifty days. It should be stated that the service is maintained every hour of the day and every day while the season lasts. Possibly more favorable bids could be obtained on further trial, but if not the appropriation of \$12,000 asked for will no more than meet the requirements. The present contractor offers to do the work for \$20 a day during the season of 1904 in case the Department wishes to continue the service. The boat in use, however, is somewhat old, and doubt has been expressed whether it can be depended upon for another year's service.

Reports received indicate that the service is of value to those interested in the heavy traffic on the Great Lakes, the larger part of which passes through the Detroit River. The statistics of the service also tend to show that it is appreciated and utilized more and more by those for whose benefit it is conducted. In 1895 the number of pieces of mail handled was 47,000; in 1896, 176,000; in 1897, 239,945; in 1898, 225,534; in 1899, 290,616; in 1901, 396,291; in 1902, 478,023, and in 1903, 477,345.

UNIFORMITY OF SERVICE.

Free delivery is, at least to an extent, a luxury. Forty years ago everybody went or sent to the post-office for his mail; now it is delivered several times daily to the homes and places of business of the residents of more than a thousand cities. The service, however, adds appreciably to postal revenues by facilitating correspondence, but consumes over one-fifth of the gross receipts of the post-offices where it exists, and the cost per carrier is gradually increasing. Unnecessary deliveries are extravagant, and careful scrutiny should be made of the same in all of the large offices of the country. There is in some of the more populous cities a great diversity in the number of deliveries.

A careful inquiry will be made during the present fiscal year as to the cause of such diversity, with a view to economizing the expenditure without disturbing the efficiency of the service. Business deliveries should of course be as frequent as circumstances demand, and the same rule applies to collections in both business and residential districts. It is impracticable perhaps to lay down inflexible rules on these matters for universal enforcement, but the disparities between the services in different cities ought not to be as pronounced as they are. This matter is being given special attention, with a view to correcting inequalities.

Allowances for horse hire for mounted carriers also need careful scrutiny. The cost of maintaining a horse varies in different localities, but there is no good reason why the allowance should be so unequal as it now is. A thorough investigation of this inequality of expenditure is being made.

LETTER BOXES AND OTHER EQUIPMENT.

An investigation which is still in progress has shown that for a number of years supplies for the free-delivery service have not been purchased with an eye single to the public interests. Both in the matter of quality and the cost of equipment the ruling consideration has been private gain. This applies to articles furnished under regular contract, such as street collection boxes and carriers' satchels, as well as to those bought in the open market under exigency privilege, which has

been much abused. Favored contractors, abetted by a trusted but unfaithful official, have corrupted the public service. An early and thorough reformation will be undertaken along the line of service equipment, with the prospective result of improved service at reduced cost. Fraudulent contracts have been abrogated. In the reletting of contracts honest competition will have fair and free play.

ESTIMATES FOR 1904-5.

The estimates for the coming fiscal year have been made on the assumption that the expenses generally, at least in the main items, would be 10 per cent greater this year than last and grow at the same rate during next year. By far the largest expenditure is for the pay of carriers, the cost of these at the old free-delivery offices during the past year having been \$17,343,122.59 and at new offices \$83,727.09. The number of carriers promoted was 1,628—679 from \$600 to \$800, 565 from \$600 to \$850, and 384 from \$800 to \$1,000; and of the 19,542 carriers in the service on June 30 last, 2,396 were receiving a salary of \$600 each; 960, \$800; 6,645, \$850; and 9,541, \$1,000.

The general business prosperity adds decidedly to postal receipts, even at the smaller offices, with the result that an increasing number are becoming entitled to free delivery. The expansion of the service also naturally makes more demand upon the appropriations for horse hire and car fare.

The reasons for increasing the estimate for the Detroit marine service from \$4,500 to \$12,000 have been explained.

It is believed that the present appropriation of \$12,000 for car fare of special-delivery messengers in emergency cases will be ample for the coming year. Of the \$10,000 appropriated for last year but \$7,858.93 was apportioned, and of that only \$6,577.15 was used. The special-delivery business of last year was approximately 16 per cent greater than during the preceding year, and if that growth is maintained the amount asked for in payment of fees of special-delivery messengers, \$950,000, will be none too large.

FREE-DELIVERY SERVICE.

ESTIMATES FOR THE YEAR 1904-5.

For payment of letter carriers in offices already established and for substitute letter carriers and for temporary carriers at summer resorts, holiday, election, and emergency service, as follows:

2,989 carriers, at \$600 per annum.....	\$1,793,400
1,344 carriers, at 800 per annum.....	1,075,200
7,259 carriers, at 850 per annum.....	6,170,150
9,910 carriers, at 1,000 per annum.....	9,910,000
21,502 carriers	18,948,750
For promotion of carriers (act of August 2, 1882).....	440,000
For substitutes for carriers on vacation (act of June 27, 1884).....	550,000
Total	19,938,750
Estimated credit by change of grade.....	137,500
Total	19,801,250
For temporary carriers at summer resorts, for holiday service and other emergencies, and to serve routes of carriers employed on civil-service boards.....	175,000

For additional carriers for improvement and extension of service at established offices	\$600, 000
For substitute carriers for additional carriers on vacation	30, 000
Total	20, 608, 250
For pay of letter carriers in new offices entitled to free-delivery service under existing law	125, 000
For horse-hire allowance	800, 000
For car-fare and bicycle allowance	325, 000
For compensation to 22 mechanics, employed exclusively in painting, repairing, and erecting street letter boxes, at not exceeding \$900 each ..	19, 800
For marine postal service, Detroit, Mich	12, 000
For all other incidental expenses, including actual expenses of superintendent of city delivery and assistant superintendent of free delivery when traveling on official business, letter boxes, package boxes, posts, furniture, satchels, and straps	300, 000
	22, 188, 050
For car fare for special-delivery messengers in emergent cases	12, 000
For fees to special-delivery messengers	950, 000
Total	23, 150, 050

RURAL FREE-DELIVERY SERVICE.

Requirements.—The rural free-delivery service is established upon petition of the people properly indorsed. The purpose of the service is to carry the mails daily to people who would otherwise have to travel from 2 to 12 miles to a post-office to receive their mail. It is required that the roads traversed by a rural route shall be in good condition, that there must be no unbridged creeks or streams not fordable at all seasons of the year, and that each route be 20 to 25 miles in length, as a rule, and serve 100 families. In the western prairie States, where the country is level or rolling, the rule that a route should not exceed 25 miles has been relaxed, and where the conditions are favorable, routes 30 miles in length have been established since July 1, 1903, thus serving a larger number of people.

Up to the time of the transfer of the free-delivery division to this Bureau the rule requiring that routes of 20 or more miles serve 100 families was not enforced and routes were established on which the examining agent reported less than that number, provided he found other conditions favorable and recommended establishment. At the time the division was assigned to this Bureau, 10,703 petitions for rural routes were pending. Inasmuch as the appropriation available during the current fiscal year for the extension of the service is sufficient to establish only about 60 per cent of this number, it was determined to adhere to the rule requiring 100 families, thereby giving the service to the greatest number. This will result in depriving, to some extent, a few of the Western States, which are as yet sparsely settled, of the benefits of this service, although the extension of the maximum length of routes in that portion of the country to 30 miles will make it possible to give free delivery to the larger portion of the rural population of that region.

Investigating proposed service.—The investigation of petitions for rural service—reporting on the local conditions as to roads, population to be served, and mail supply at the distributing post-office, and laying out the routes, if the conditions found justify a favorable recommendation—is conducted by a force of special agents and route inspec-

tors. To facilitate this work, which is under the supervision of the superintendent of rural free delivery, the United States was divided into eight divisions, as follows:

Eastern division, with headquarters at New York City, comprising the New England States and New York.

Atlantic division, with headquarters at Philadelphia, comprising Pennsylvania, New Jersey, Delaware, Maryland, and Virginia.

Southern division, with headquarters at Nashville, comprising Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, and Mississippi.

Ohio division, with headquarters at Marietta, Ohio, comprising Ohio, West Virginia, and Kentucky.

Middle division, with headquarters at Indianapolis, Ind., comprising Indiana, Michigan, Illinois, and Wisconsin.

Missouri division, with headquarters at St. Louis, comprising Missouri, Kansas, Arkansas, Texas, Louisiana, and Indian and Oklahoma Territories.

Western division, with headquarters at Denver, comprising Iowa, Minnesota, Nebraska, North Dakota, South Dakota, New Mexico, Colorado, Wyoming, and Montana.

Pacific division, with headquarters at San Francisco, in charge of assistant superintendent free-delivery service, comprising California, Oregon, Washington, Idaho, Nevada, Utah, and Arizona.

On July 1, 1903, Indiana was detached from the middle division and made a part of the Ohio division and the headquarters of the middle division transferred to Chicago, that of the Ohio division to Cincinnati, and that of the western division to Omaha. The Pacific division was discontinued, and the States of Colorado, Wyoming, and Montana, and the Territory of New Mexico detached from the western division, and, with the States comprising the Pacific division, attached to the three divisions of post-office inspectors of which they are a part, namely, the Denver, San Francisco, and Spokane divisions, a special agent of the rural free-delivery service being assigned to each of these three divisions for that branch of the work. It is believed that the number of divisions can be reduced to six without impairing the service.

The seven divisions of the rural service are under the direction of division superintendents, who are in charge of the special agents and route inspectors assigned to their divisions. To this force of agents is also assigned the duty of extending and rearranging existing routes, and of investigating complaints of inefficiency of carriers and irregularities in the conduct of the rural service.

Inasmuch as special agents and route inspectors perform the same class of work their title should be the same; and a designation more distinctive of the branch of the service of which they are a part being desirable, they should be known as rural agents.

GROWTH OF THE SERVICE.

On June 30, 1902, there were 8,466 rural routes in operation. During the fiscal year ended June 30, 1903, 6,653 routes were established, making a total of 15,119 on that date. The following table shows the status of rural free delivery service in the various States on June 30, 1903, giving the number of petitions filed, the number of routes established, the number of petitions unfavorably reported, the number pending, and the percentage of cases investigated:

Petitions for rural free delivery filed, routes established, cases adversely reported, petitions pending, and percentage of cases investigated up to July 1, 1903.

State.	Petitions filed.	Routes established.	Adverse reports.	Petitions pending.	Per cent investigated.
Alabama	497	129	99	269	45
Arizona	9	5	0	4	55
Arkansas	83	43	4	36	56
California	244	144	38	62	744
Colorado	109	48	19	42	61
Connecticut	226	180	22	24	89
Delaware	111	81	9	21	81
District of Columbia	3	2	1	0	100
Florida	31	3	8	20	35
Georgia	1,389	455	308	626	54
Hawaii	1	0	1	0	100
Idaho	40	12	14	14	66
Illinois	2,393	1,352	209	832	65
Indiana	1,882	1,113	164	605	67
Indian Territory	7	0	0	7	0
Iowa	2,186	1,484	158	544	75
Kansas	1,431	736	115	580	60
Kentucky	439	184	47	208	52
Louisiana	26	5	4	17	34
Maine	352	148	49	155	56
Maryland	374	272	40	62	83
Massachusetts	211	129	20	62	70
Michigan	1,519	816	135	568	62
Minnesota	1,149	628	49	472	58
Mississippi	245	58	15	172	29
Missouri	1,390	739	92	559	59
Montana	19	1	3	15	21
Nebraska	869	368	80	421	51
Nevada	2	0	1	1	50
New Hampshire	185	124	23	38	80
New Jersey	177	93	23	61	654
New Mexico	3	2	0	1	66
New York	1,542	962	139	441	72
North Carolina	961	322	230	409	57
North Dakota	132	81	24	77	41
Ohio	2,185	1,104	193	888	59
Oklahoma	202	21	2	179	11
Oregon	147	78	23	46	69
Pennsylvania	1,600	845	128	627	60
Rhode Island	28	18	4	6	79
South Carolina	673	238	215	220	67
South Dakota	239	125	22	92	61
Tennessee	1,462	573	125	764	47
Texas	742	280	59	403	45
Utah	45	27	10	8	82
Vermont	249	127	37	85	65
Virginia	760	255	132	373	50
Washington	113	62	15	46	59
West Virginia	152	70	11	71	53
Wisconsin	1,166	632	68	466	60
Wyoming	9	5	3	1	88
Total	30,009	15,119	3,190	11,700	61

The growth of the service is also shown in the following statement, in connection with which it should be said that during the past fiscal year the salaries of departmental employees in the rural free-delivery service were not paid from the appropriation for rural free delivery, the same being provided for in the departmental appropriations:

Fiscal year.	Appropriation.	Routes in operation.
1897	\$40,000	44
1898	50,000	148
1899	150,000	391
1900	450,000	1,276
1901	1,750,000	4,301
1902	3,993,740	8,466
1903	8,054,400	15,119

On July 1, 1902, there were pending 11,728 petitions. The number of cases made up for investigation during the year was 8,339. This includes petitions filed and cases covering routes laid out where petitions were waived, as in county service. During the year 9,705 cases were reported on—7,991 favorably and 1,714 adversely. Of the favorable reports 3,430 were awaiting action June 30, 1903, so that the number of routes established up to that date as a result of the work during the fiscal year was 4,561, the balance to make up the total number of routes established, 6,653, having been investigated during the fiscal year ended June 30, 1902. The number of petitions pending on June 30, 1903, was 11,700.

County service.—A large number of counties in various States have what is termed county service, i. e., in counties almost entirely served the existing routes have been so arranged and new routes established as to give practically the entire rural population of the county the benefit of this service. The following is a list of counties in which such service has been established up to June 30, 1903, with the number of routes in each county and the date of installation.

County service—rural free delivery—to June 30, 1903.

State.	County.	Date established.	Number of routes.
Alabama	Jefferson	Nov. 15, 1901	29
California	Santa Clara	July 1, 1902	26
Connecticut	Fairfield	Dec. 15, 1900	61
Delaware	Kent	Apr. 1, 1902	42
Georgia	Cobb	Nov. 15, 1902	30
	Newton	Apr. 15, 1902	20
Illinois	Champaign	Mar. 16, 1903	66
	Edgar	May 1, 1902	33
	Iroquois	Dec. 1, 1902	51
	LaSalle	Feb. 16, 1903	64
	Peoria	Sept. 15, 1902	34
	Sangamon	May 15, 1903	60
	Vermillion	Aug. 1, 1902	45
	Will	Dec. 1, 1902	38
	Knox	Sept. 1, 1902	24
Indiana	Bartholomew	Nov. 15, 1902	29
	Davies	Dec. 1, 1902	19
	Delaware	Oct. 15, 1901	26
	Gibson	July 15, 1902	37
	Grant	Aug. 15, 1902	36
	Hamilton	Oct. 15, 1902	35
	Jefferson	Apr. 1, 1903	20
	Madison	Feb. 15, 1902	46
	Marion	do	31
	Noble	Dec. 1, 1902	20
	Posey	July 15, 1902	33
	Tippecanoe	Oct. 15, 1902	39
Iowa	Buchanan	July 15, 1902	33
	Delaware	July 1, 1902	25
	Des Moines	do	24
	Dubuque	Nov. 15, 1902	37
	Hardin	Nov. 15, 1901	41
	Van Buren	Apr. 15, 1903	20
Kansas	Sumner	July 15, 1902	64
Kentucky	Jefferson	Aug. 15, 1902	20
Maryland	Carroll	Dec. 20, 1899	52
	Frederick	Nov. 15, 1901	57
	Washington	Mar. 1, 1903	31
Michigan	Clinton	Mar. 16, 1903	39
	Ingham	do	44
Minnesota	Ramsey	May 1, 1903	9
	Washington	Sept. 15, 1902	33
Missouri	Jackson	Feb. 1, 1902	38
Nebraska	Cass	Oct. 15, 1902	23
New York	Cattaraugus	Mar. 2, 1903	26
	Chautauqua	Sept. 15, 1902	36
	Erie	May 1, 1902	59
	Genesee	May 1, 1903	37
	Monroe	Nov. 1, 1902	45
	Niagara	Nov. 15, 1901	42
	Tompkins	Dec. 15, 1902	34

County service—rural free delivery—to June 30, 1903—Continued.

State.	County.	Date established.	Number of routes.
New York	Wayne	July 1, 1902	54
	Yates	Mar. 2, 1903	60
Ohio	Muskingum	Nov. 15, 1902	61
Pennsylvania	Butler	Aug. 15, 1902	80
	Washington	Oct. 3, 1900	108
South Carolina	Anderson	Oct. - 1, 1901	37
Tennessee	Cooke	Feb. 2, 1903	17
	Davidson	July 1, 1902	30
	Grainger	Jan. 1, 1903	22
	Greene	Dec. 15, 1902	34
	Hawkins	May 1, 1903	30
	Sevier	Feb. 2, 1903	24
	Sullivan	Jan. 2, 1903	22
	Washington	Dec. 1, 1900	32
Virginia	Rockingham	Oct. 15, 1902	37
Wisconsin	Dane	July 15, 1902	88
	Outagamie	Feb. 16, 1903	39
	Winnebago	Apr. 15, 1903	29

The laying out of an efficient county service calls for careful work of one or more experienced agents for from one to three months, and when so much of it is undertaken as during the past two years, the early examination of petitions for individual routes is greatly delayed. While there is a strong demand for the extension of the service in this way, still, in view of the fact just stated, and considering the large number of petitions yet pending, it is believed the establishment of county service should be restricted until such time as rural free delivery, in response to petitions already filed, is so generally a feature of the postal facilities of the country that complete or county service in localities specially adapted to rural delivery is the natural outgrowth of existing service. It may be urged that this is already the condition in many localities, but it is only fair and just that such communities should await the perfecting of the system until the long-standing petitions of people less favored have been given attention.

Inspection of existing service.—When petitions for changes or extensions in established routes are filed, or changes are necessary for any reason, a case is made up, designated a “special inspection,” and given attention as soon as the work of the field force will permit. If the Department has sufficient information to take action without investigation by an agent such course is followed. Heretofore complaints against carriers, except such as involved their official integrity or the misuse of funds, were treated under special inspection cases, but now only complaints as to their efficiency as carriers are so handled, other complaints being referred to the chief post-office inspector for attention.

On July 1, 1902, there were 118 special inspection cases outstanding. During the past fiscal year 3,737 cases have been referred to agents for investigation. Reports have been made in 1,665 cases, leaving 2,190 awaiting attention.

It was formerly customary for agents, when in the vicinity of an office from which rural service emanates, to make periodical “general inspection” of existing routes. However, the increased number of petitions for changes in the service and the large number of petitions for new service on hand not investigated have made it necessary to discontinue this practice. During the year ended June 30, 1903, 211 reports of general inspections were filed in the Department.

OTHER FACILITIES WITH RURAL DELIVERY.

In addition to the delivery and collection of the mail of the patrons on rural routes, the carriers are authorized to receive mail for registration, furnishing a proper receipt therefor; to accept money for the purchase of money orders, giving the patron a receipt for the same, and to sell postage stamps, postal cards, and stamped envelopes. To do this the patron must meet the carrier en route, and a constant effort is being made to secure punctuality on the part of the carriers in reaching given points each day at the same time. Carriers are also required to deliver registered matter, special-delivery letters, and pension letters, which must be delivered to addressees in person, at the door of a patron's house, if within 1 mile of the route. The time of the carrier's departure from the distributing office is so arranged that he will deliver daily papers as early as possible after publication.

BUSINESS TRANSACTED.

Rural carriers are required to keep a count of the mail of all classes handled and the amount of the cancellations on mail collected by them and to report the same monthly to the Department through the postmaster. For the purpose of having at hand information from which an idea of the business transacted on rural routes in the United States could be given these reports for the last six months of the fiscal year—January to June, 1903, inclusive—have been compiled. The number of pieces of mail delivered on rural routes throughout the United States for the period given, aggregating 309,428,128, is shown by States in the following statement:

Total number of pieces of mail of various classes delivered on rural routes for the period from January 1, 1903, to June 30, 1903.

State.	Number of routes.	Pieces delivered.						Total delivered.
		Registered letters or packages.	Letters.	Postal cards.	Newspapers.	Circulars.	Packages.	
Alabama.....	129	1,248	449,133	60,246	790,062	117,925	37,478	1,456,092
Arizona.....	5	98	81,711	4,838	79,359	4,559	2,486	124,061
Arkansas.....	43	284	124,178	16,890	267,507	80,488	11,968	501,306
California.....	144	4,332	1,305,150	210,808	2,380,573	269,827	67,052	4,247,787
Colorado.....	48	745	374,823	160,793	836,029	127,557	28,477	1,528,424
Connecticut.....	180	3,342	1,188,759	216,047	1,866,269	300,468	79,087	3,658,972
Delaware.....	81	903	345,862	80,899	633,082	75,904	32,832	1,169,492
District of Columbia.....	2	48	7,393	1,608	9,047	1,864	980	20,940
Florida.....	3	66	19,485	8,070	15,086	6,696	1,107	50,460
Georgia.....	455	2,793	1,340,994	242,365	2,933,626	575,556	143,557	5,238,891
Idaho.....	12	230	86,743	8,681	214,090	28,624	9,559	347,927
Illinois.....	1,352	7,667	5,061,104	1,216,200	17,382,085	3,070,612	504,093	27,220,771
Indiana.....	1,113	7,380	4,324,930	1,177,904	17,403,130	2,628,536	467,822	26,009,702
Indian Territory ^a								
Iowa.....	1,484	9,491	5,788,791	1,271,388	23,865,083	3,874,229	586,876	35,384,358
Kansas.....	736	4,281	2,968,122	626,326	13,107,007	1,480,954	344,032	18,564,792
Kentucky.....	184	1,960	698,078	114,394	1,766,516	261,368	62,634	2,908,696
Louisiana.....	5	234	47,064	5,582	22,099	8,060	1,684	84,723
Maine.....	148	2,796	722,733	169,741	1,481,864	261,276	76,666	2,788,065
Maryland.....	272	5,062	1,390,968	298,556	2,486,546	498,856	127,986	4,792,949
Massachusetts.....	129	2,032	866,385	196,748	1,216,829	304,077	61,556	2,647,250
Michigan.....	805	6,573	4,060,190	884,418	15,968,481	2,807,576	412,607	28,628,646
Minnesota.....	628	3,987	2,140,384	491,323	7,865,333	1,111,559	227,191	11,839,727
Mississippi.....	59	673	123,012	17,989	192,546	54,438	13,558	402,166
Missouri.....	739	5,760	2,599,398	613,950	9,928,550	1,877,863	268,228	14,785,744
Montana.....	1	87	10,425	773	27,067	2,611	622	41,425
Nebraska.....	368	2,411	1,484,257	310,333	6,456,418	902,671	157,513	9,316,603
Nevada ^a								
New Hampshire.....	123	2,092	725,888	119,873	1,240,584	341,409	62,532	2,492,573
New Jersey.....	93	1,762	510,398	131,729	945,455	113,847	37,892	1,741,063
New Mexico.....	2	33	13,949	1,831	17,751	2,267	1,548	36,879
New York.....	962	8,897	4,401,145	1,190,350	12,708,367	1,652,835	361,584	20,328,178
North Carolina.....	322	2,818	819,478	199,096	1,522,623	301,116	97,852	2,942,962
North Dakota.....	40	165	128,049	16,044	363,632	45,782	13,961	567,633
Ohio.....	1,106	8,829	4,751,913	1,479,892	18,188,531	2,882,243	518,116	27,847,524
Oklahoma.....	21	208	75,097	10,516	317,662	29,203	6,077	438,703
Oregon.....	78	941	371,171	81,681	872,659	113,256	32,353	1,472,061
Pennsylvania.....	845	9,942	3,468,588	649,169	8,920,249	1,099,984	367,170	14,513,083
Rhode Island.....	18	409	142,668	20,630	195,547	56,712	10,933	428,809
South Carolina.....	242	1,690	707,721	156,182	1,459,081	288,563	112,040	2,732,517
South Dakota.....	125	625	381,689	61,984	1,461,562	177,729	40,288	2,121,877
Tennessee.....	573	9,710	1,994,174	328,814	4,418,610	762,049	213,381	7,728,788
Texas.....	280	3,755	1,014,314	129,038	2,284,572	353,736	92,505	3,877,920
Utah.....	27	971	250,757	29,221	425,768	61,776	19,872	788,365
Vermont.....	127	1,319	603,290	110,783	1,216,450	214,983	60,100	2,206,925
Virginia.....	256	4,103	727,617	121,681	1,064,260	205,025	75,639	2,188,325
Washington.....	52	1,136	296,284	35,648	804,958	100,858	26,576	1,268,460
West Virginia.....	70	1,001	290,993	47,583	593,962	75,808	30,142	1,089,469
Wisconsin.....	633	4,437	2,631,960	497,042	8,786,516	1,667,158	273,242	13,850,360
Wyoming.....	5	86	24,198	1,497	49,183	5,149	2,621	82,794
Total.....	15,125	139,402	61,966,999	13,842,488	197,023,187	30,278,586	6,177,516	309,428,128

^a No service prior to July 1, 1903.

Supplementing the foregoing statement, the following table shows the monthly average number of registered letters and packages, letters and postal cards, and newspapers, circulars, and packages delivered per route by States, from which it appears that the monthly average per route in the United States for the period stated was, registered letters and packages, 1.6; letters and postal cards, 890; newspapers, circulars, and packages, 2,763; a total of 3,654.6.

Average number of pieces of mail delivered per month, by States, for the period from January 1, 1903, to June 30, 1903.

State.	Average number of routes.	Pieces delivered.			Average total delivered.
		Registered letters or packages.	Letters and postal cards.	Newspapers, circulars, and packages.	
Alabama.....	116	1.8	731	1,367	2,099.8
Arizona.....	5	3	1,218	2,880	4,098
Arkansas.....	32	1.6	734	1,874	2,609.6
California.....	139	5	1,817	3,269	5,091
Colorado.....	47	2.6	1,899	3,517	5,418.6
Connecticut.....	177	3	1,322	2,114	3,439
Delaware.....	80	2	889	1,547	2,438
District of Columbia.....	2	4	750	990	1,744
Florida.....	3	3.6	1,580	1,268	2,801.6
Georgia.....	408	1	646	1,489	2,136
Idaho.....	12	3	1,325	3,503	4,831
Illinois.....	1,240	1	843	2,814	3,658
Indiana.....	1,067	1	859	3,202	4,062
Indian Territory.....					
Iowa.....	1,382	1	851	3,415	4,267
Kansas.....	710	1	849	3,505	4,356
Kentucky.....	161	2	841	2,164	3,007
Louisiana.....	5	7	1,764	1,061	2,822
Maine.....	142	3	1,129	2,135	3,267
Maryland.....	265	8	1,097	2,031	3,131
Massachusetts.....	124	2.7	1,429	2,207	3,638.7
Michigan.....	740	1.4	1,111	4,211	5,323.4
Minnesota.....	579	1	757	2,648	3,406
Mississippi.....	44	2.5	533	987	1,522.5
Missouri.....	667	1	802	2,890	3,693
Montana.....	1	6	1,866	5,031	6,908
Nebraska.....	361	1	828	3,471	4,300
Nevada.....					
New Hampshire.....	114	3	1,236	2,404	3,643
New Jersey.....	92	3	1,163	1,967	3,153
New Mexico.....	2	2.6	1,273	1,797	3,072.6
New York.....	926	1.6	1,006	2,649	3,656.6
North Carolina.....	272	1.6	624	1,177	1,802.6
North Dakota.....	37	.7	649	1,907	2,556.7
Ohio.....	1,044	1	995	3,446	4,442
Oklahoma.....	20	1.7	718	2,941	3,656.7
Oregon.....	73	2	1,083	2,324	3,407
Pennsylvania.....	780	2	879	2,245	3,126
Rhode Island.....	17	4	1,600	2,570	4,174
South Carolina.....	234	1	615	1,324	1,940
South Dakota.....	112	.9	660	2,489	3,159.9
Tennessee.....	518	3	747	1,735	2,485
Texas.....	250	2.5	762	1,820	2,584.5
Utah.....	27	5.9	1,723	3,132	4,855.9
Vermont.....	124	1.7	959	2,004	2,964.7
Virginia.....	223	3	634	997	1,634
Washington.....	51	3.6	1,084	3,047	4,134.6
West Virginia.....	63	2.6	895	1,851	2,748.6
Wisconsin.....	597	1	873	2,991	3,865
Wyoming.....	5	2.8	856	1,898	2,756.8
Total.....	14,080	1.6	890	2,763	3,654.6

^a No service prior to July 1, 1903.

From the following table it appears that the number of pieces of mail collected during the six months from January to June, 1903, inclusive, was 48,954,390. The value of stamps canceled on mail collected by rural carriers amounted to \$949,084.37, and the pay of carriers for that period aggregated \$4,518,185.

South Dakota.....	125	464	272,864	20,286	2,965	8,277	5,789	310,085	6,208.22	87,500.09
Tennessee.....	573	10,326	431,773	131,607	22,769	30,644	23,980	1,651,099	33,221.12	171,430.00
Texas.....	280	2,168	845,871	52,442	6,265	6,061	11,730	894,522	17,482.74	88,800.00
Utah.....	27	502	132,525	8,867	2,648	10,367	2,682	147,525	3,180.54	8,050.00
Vermont.....	127	1,782	433,523	44,189	14,165	10,367	8,037	482,013	9,399.80	37,670.00
Virginia.....	255	8,336	542,947	59,731	8,069	20,638	13,290	646,199	13,623.04	74,630.00
Washington.....	52	323	192,660	11,851	8,657	1,968	3,964	213,513	4,570.96	16,400.00
West Virginia.....	70	1,420	188,294	14,696	3,121	8,180	2,973	214,624	4,161.41	21,000.00
Wisconsin.....	683	5,065	1,778,143	140,983	29,962	23,864	36,348	2,013,371	39,938.86	199,500.54
Wyoming.....	5	32	19,210	140,705	268	42		20,610	421.26	1,600.00
Total.....	15,126	143,037	41,364,380	4,691,886	792,337	1,143,621	819,110	46,964,390	949,064.37	4,516,186.82

a No service prior to July 1, 1903.

The following table shows the average number of pieces of mail collected monthly per route in the United States to be: Registered letters and packages, 1.6; letters and postal cards, 544; newspapers, circulars, and packages, 32; a total of 589. The average monthly cancellations per route were \$11.22, and the average pay of the carriers, \$49.78.

Average number of pieces of mail of various classes collected monthly per route, by States, and the average cancellations and the average pay of letter carriers for the period from January 1, 1903, to June 30, 1903.

States.	Average number of routes.	Pieces collected.					Average pay of carriers for six months.
		Letters and packages registered.	Letters and postal cards.	Newspapers, circulars, and packages.	Average total collected.	Value of stamps canceled by carriers.	
Alabama.....	116	2.2	477	26	505.2	\$10.13	\$49.92
Arizona.....	5	1	633	38	673	12.72	50.00
Arkansas.....	32	1	620	15	536	10.51	48.37
California.....	139	1.7	925	59	985.7	20.35	50.00
Colorado.....	47	1	768	39	808	16.37	50.00
Connecticut.....	177	3	741	96	842	15.74	48.33
Delaware.....	80	2	543	18	563	10.60	48.60
District of Columbia.....	2	6.9	297	34	326.9	5.88	50.00
Florida.....	3	2.8	604	19	625.8	12.28	50.00
Georgia.....	408	1	430	13	444	8.65	50.00
Idaho.....	12	1.6	862	44	907.6	19.05	50.00
Illinois.....	1,240	1	488	23	512	10.28	49.11
Indiana.....	1,067	1	515	11	527	10.60	49.88
Indian Territory ^a							
Iowa.....	1,382	.7	488	23	511.7	10.05	49.97
Kansas.....	710	.6	523	29	552.6	10.50	49.95
Kentucky.....	161	1.8	473	21	495.8	8.58	49.95
Louisiana.....	5	7.7	855	20	882.7	19.10	50.00
Maine.....	142	4.7	729	57	790.7	15.35	49.52
Maryland.....	255	4.6	643	69	716.5	11.10	49.45
Massachusetts.....	124	7	802	71	880	17.12	49.54
Michigan.....	740	1	707	38	846	14.23	49.90
Minnesota.....	579	1	446	22	469	9.46	50.00
Mississippi.....	44	1.9	390	16	407.9	7.95	50.00
Missouri.....	667	1	516	29	546	10.60	49.90
Montana.....	1	2	954	37	993	20.16	50.00
Nebraska.....	361	.6	490	57	547.6	10.18	50.00
Nevada ^a							
New Hampshire.....	114	3	756	84	843	16.40	49.11
New Jersey.....	92	4	664	38	706	13.31	49.91
New Mexico.....	2	2	688	35	725	14.37	50.00
New York.....	926	1.8	568	44	633.8	12.12	49.90
North Carolina.....	272	2.5	420	33	455.5	9.91	49.71
North Dakota.....	37	.5	385	13	398.5	8.26	50.00
Ohio.....	1,044	1.6	596	32	629.6	11.30	49.91
Oklahoma.....	20	1	478	18	497	8.25	50.00
Oregon.....	73	1	637	33	671	10.73	50.00
Pennsylvania.....	790	3	580	39	622	12.08	50.00
Rhode Island.....	17	4.6	773	48	825.6	16.75	50.00
South Carolina.....	284	1.7	388	12	401.7	7.88	49.88
South Dakota.....	112	.6	435	25	460.6	9.23	50.00
Tennessee.....	518	3	454	22	479	10.68	49.86
Texas.....	250	1	572	16	589	11.62	49.88
Utah.....	27	3	369	37	913	19.63	49.69
Vermont.....	124	2	601	43	646	12.62	49.43
Virginia.....	223	2	450	31	483	10.10	48.77
Washington.....	51	1	653	30	684	14.93	49.51
West Virginia.....	63	3.7	539	24	566	11.00	50.00
Wisconsin.....	597	1	536	24	561	11.15	49.90
Wyoming.....	5	1	664	21	586	14.04	50.00
Total.....	14,080	1.6	544	32	589	11.22	49.78

^aNo service prior to July 1, 1903.

In the following table the States are arranged in order as to average monthly cancellations per route, with the number of routes for the six months from January to June, 1903, inclusive. As a rule there is a decrease in the amount of the average cancellations per month as the number of routes in a State increases.

Average cancellations per route per month, for the six months from January 1, 1903, to June 30, 1903, by States in their respective order, with average number of routes in effect fiscal year 1902-3.

State or Territory.	Routes.	Cancellations.	State or Territory.	Routes.	Cancellations.
1. California	139	\$20.35	25. Maryland	255	\$11.10
2. Montana	1	20.16	26. West Virginia	63	11.00
3. Utah	27	19.63	27. Oregon	73	10.73
4. Louisiana	5	19.10	28. Tennessee	518	10.68
5. Idaho	12	19.05	29. Delaware	80	10.60
6. Massachusetts	124	17.12	30. Arkansas	1,067	10.60
7. Rhode Island	17	16.75	31. Missouri	667	10.60
8. New Hampshire	114	16.40	32. Kansas	32	10.51
9. Colorado	47	16.37	33. Illinois	710	10.50
10. Connecticut	177	15.74	34. Nebraska	1,240	10.28
11. Maine	142	15.85	35. Virginia	361	10.18
12. Washington	61	14.93	36. Iowa	116	10.13
13. New Mexico	2	14.37	37. North Carolina	223	10.10
14. Michigan	740	14.23	38. Minnesota	1,382	10.05
15. Wyoming	5	14.04	39. South Dakota	272	9.91
16. New Jersey	92	13.81	40. Georgia	579	9.46
17. Arizona	5	12.72	41. Kentucky	112	9.23
18. Vermont	124	12.62	42. North Dakota	408	8.65
19. Florida	3	12.28	43. Oklahoma	161	8.58
20. New York	926	12.12	44. Mississippi	37	8.26
21. Pennsylvania	780	12.06	45. South Carolina	20	8.25
22. Texas	250	11.62	46. District of Columbia	44	7.95
23. Ohio	1,044	11.30		234	7.88
24. Wisconsin	597	11.15		2	5.88

An estimate of the value of postage on matter delivered on rural routes has been made for the six months from January to June, 1903, inclusive, which is shown by States in the table below. In the case of newspapers, 8 papers are allowed to the pound, and 5 cents is the estimated average of value of postage on packages. The aggregate value of matter delivered on routes for the period given is \$2,139,991.11.

Estimated value of postage on matter of various classes delivered on rural routes, by States, for the period from January 1, 1903, to June 30, 1903.

State.	Number of routes, June 30, 1903.	Registered letters or packages, at 10 cents.	Letters, at 2 cents.	Postal cards, at 1 cent.	Newspapers, at 1 cent per pound.	Circulars, at 1 cent.	Packages, at 5 cents.	Total postage.
Alabama	129	\$124.80	\$3,982.66	\$602.46	\$740.69	\$1,179.25	\$1,883.90	\$13,513.76
Arizona	5	9.80	634.22	48.38	74.40	45.59	124.30	936.69
Arkansas	43	28.40	2,483.56	168.90	250.78	804.88	597.90	4,334.42
California	144	433.20	26,108.00	2,108.03	2,241.17	2,698.27	3,352.60	36,936.27
Colorado	48	74.50	7,496.46	1,607.93	781.27	1,275.57	1,423.85	12,659.56
Connecticut	180	334.20	23,775.18	2,160.47	1,749.62	3,004.68	3,954.35	34,978.50
Delaware	81	96.30	6,917.24	808.99	593.45	759.04	1,641.60	10,816.62
Dist. of Columbia	2	4.80	147.86	16.08	8.48	18.64	49.00	244.86
Florida	3	6.60	389.70	80.70	14.09	66.96	56.35	613.40
Georgia	455	279.30	26,819.88	2,423.65	2,719.02	5,755.56	7,177.85	45,175.26
Idaho	12	28.00	1,734.86	86.81	200.71	286.24	477.95	2,809.57
Illinois	1,852	766.70	101,222.08	12,152.00	16,245.70	30,706.12	25,204.65	106,297.25
Indiana	1,113	738.00	86,498.60	11,779.04	16,315.43	26,285.36	23,391.10	165,007.53
Indian Territory								
Iowa	1,484	949.10	115,775.82	12,713.88	22,364.14	38,742.29	29,268.80	219,814.03
Kansas	736	428.10	59,863.84	6,268.26	12,287.81	14,809.54	17,201.60	110,854.15
Kentucky	184	196.00	13,961.46	1,143.84	1,666.10	2,613.68	3,131.70	22,702.28
Louisiana	5	28.40	941.28	55.82	20.71	80.60	84.20	1,206.01
Maine	148	278.60	15,854.66	1,697.41	1,399.24	2,612.75	3,383.30	25,665.96
Maryland	272	506.20	27,619.86	2,985.56	2,331.11	4,938.56	6,396.80	44,778.09
Massachusetts	129	203.20	17,338.72	1,957.48	1,140.84	3,040.77	3,077.90	26,758.91
Michigan	815	657.30	81,003.80	8,844.18	14,970.45	23,075.76	20,630.35	149,181.84
Minnesota	628	398.70	42,806.68	4,913.23	7,373.75	11,115.59	11,359.55	77,967.50
Mississippi	58	67.30	2,460.24	179.39	180.51	544.38	677.90	4,109.72
Missouri	739	576.00	51,987.86	6,139.50	9,306.14	13,778.63	13,161.40	94,949.53
Montana	1	8.70	208.50	7.73	25.35	25.11	31.10	801.49
Nebraska	368	241.10	29,685.14	3,103.33	6,065.07	9,026.71	7,875.65	55,987.00
Nevada								
New Hampshire	123	209.20	14,617.76	1,198.73	1,163.04	3,414.09	3,126.60	23,629.42

a No service prior to July 1, 1903.

Estimated value of postage on matter of various classes delivered on rural routes, by States, for the period from January 1, 1903, to June 30, 1903—Continued.

State.	Number of routes June 30, 1903.	Registered letters or packages, at 10 cents.	Letters, at 2 cents.	Postal cards, at 1 cent.	Newspapers, at 1 cent per pound.	Circulars, at 1 cent.	Packages, at 5 cents.	Total postage.
New Jersey	93	\$176.20	\$10,207.96	\$1,317.29	\$836.36	\$1,138.47	\$1,894.60	\$15,620.88
New Mexico	2	8.30	278.98	13.31	16.64	22.67	77.40	412.30
New York	962	889.70	28,022.90	11,903.50	11,914.09	16,528.35	18,079.20	147,337.74
North Carolina	322	281.80	16,389.56	1,990.95	1,427.45	3,011.16	4,892.60	27,993.52
North Dakota	40	16.50	2,560.98	160.44	304.90	457.82	898.05	4,198.69
Ohio	1,105	882.90	95,038.25	14,798.92	17,051.74	28,822.43	25,906.80	182,500.05
Oklahoma	21	20.80	1,501.94	105.15	297.80	292.03	303.85	2,521.58
Oregon	78	94.10	7,423.42	816.81	818.11	1,182.56	1,617.65	11,902.65
Pennsylvania	845	994.20	69,371.76	6,491.69	8,362.70	10,999.84	18,358.50	114,578.69
Rhode Island	18	40.90	2,853.36	206.30	188.32	557.12	546.65	4,387.65
South Carolina	242	168.00	14,154.42	1,561.82	1,367.84	2,885.63	5,602.00	25,739.71
South Dakota	125	62.50	7,683.78	619.84	1,370.21	1,777.29	2,014.40	13,478.02
Tennessee	573	971.00	39,893.48	3,288.14	8,829.94	7,620.49	10,669.05	66,262.10
Texas	280	375.50	20,286.28	1,290.38	2,141.78	3,537.96	4,625.25	82,256.55
Utah	27	97.10	5,015.14	292.21	399.15	617.76	993.60	7,414.98
Vermont	127	131.90	12,065.80	1,107.83	1,140.42	2,149.83	3,005.00	19,600.78
Virginia	255	410.30	14,552.34	1,216.81	988.37	2,050.25	3,781.95	23,000.02
Washington	52	113.60	5,925.68	356.48	754.64	1,008.58	1,276.80	9,437.78
West Virginia	70	100.10	5,819.86	475.33	556.85	758.08	1,507.10	9,217.32
Wisconsin	633	443.70	5,279.20	4,970.42	8,237.35	16,571.53	13,662.10	49,164.30
Wyoming	5	8.60	483.96	14.97	46.11	51.49	131.05	736.18
Total	15,125	13,940.20	1,191,979.98	138,244.88	184,294.84	302,695.36	308,835.85	2,139,991.11

Patronage.—In reporting upon the examination of rural routes special agents are required to give the number of houses within convenient distance of the route to be served and to estimate the population. Recently the carriers have been called upon to report the number of boxes on each route and the number of patrons served. A comparison of the special agents' estimates and the facts as reported by the carriers is made by States in the following table, which also shows the average annual cost per route. The average number of boxes per route in the United States is 70 and the average number of patrons served 381, while the average number of houses reported on the routes was 127 and the estimated population 585.

Average number of houses and population reported by special agents, and average of actual number of boxes and patrons served per route, by States, and average annual cost per route.

States and Territories.	Number of routes.	Houses reported.	Population reported.	Boxes per route.	Patrons per route.	Average cost per route per year.
Alabama	129	142	679	48	480	\$599.06
Arizona	5	121	476	69	296	600.00
Arkansas	43	114	580	59	359	592.58
California	144	165	729	96	429	600.00
Colorado	48	120	579	94	423	600.00
Connecticut	180	143	683	80	360	592.66
Delaware	81	111	501	65	298	595.30
District of Columbia	2	200	1,000	31	382	600.00
Florida	3	141	658	27	283	600.00
Georgia	456	111	543	53	449	600.00
Idaho	12	132	579	96	450	600.00
Illinois	1,352	119	555	73	344	590.18
Indiana	1,113	136	685	93	424	598.76
Indian Territory ^a						
Iowa	1,484	108	520	72	340	599.65
Kansas	736	110	537	76	343	599.45
Kentucky	184	153	709	70	376	599.45
Louisiana	6	114	671	20	885	600.00
Maine	148	127	513	84	374	594.34
Maryland	272	128	568	70	384	593.60
Massachusetts	129	149	665	84	392	594.41

^a No service prior to July 1, 1903.

Average number of houses and population reported by special agents, and average of actual number of boxes and patrons served per route, by States, and average annual cost per route—Continued.

States and Territories.	Number of routes.	Houses reported.	Population reported.	Boxes per route.	Patrons per route.	Average cost per route per year.
Michigan	815	162	692	101	443	\$598.10
Minnesota	628	112	512	70	380	600.00
Mississippi	58	139	564	48	304	600.00
Missouri	739	125	570	77	349	598.91
Montana	1	112	560	87	664	600.00
Nebraska	368	111	560	76	344	600.00
Nevada						
New Hampshire	124	128	559	70	334	594.35
New Jersey	98	128	583	73	360	598.92
New Mexico	2	97	487	64	211	600.00
New York	962	131	567	86	357	598.90
North Carolina	322	148	623	43	347	596.52
North Dakota	39	74	316	40	250	600.00
Ohio	1,104	139	644	92	410	598.95
Oklahoma	21	96	482	66	279	600.00
Oregon	78	113	561	75	343	600.00
Pennsylvania	845	116	520	66	323	600.00
Rhode Island	18	147	654	88	525	600.00
South Carolina	242	149	642	48	408	598.65
South Dakota	125	109	521	58	277	600.00
Tennessee	573	150	562	62	446	598.35
Texas	280	114	570	68	364	598.57
Utah	27	152	820	127	670	596.80
Vermont	127	113	507	65	310	593.22
Virginia	255	147	658	44	286	585.33
Washington	52	119	545	80	348	594.23
West Virginia	70	112	542	57	370	600.00
Wisconsin	632	125	578	104	421	599.84
Wyoming	5	80	401	56	282	600.00
General average for United States	315	127	585	70	381	597.80

^a No service prior to July 1, 1903.

RURAL CARRIERS.

How selected and appointed.—The selection of rural carriers is supervised by the central board of examiners, composed of employees of this Department, who work under the direction of the Civil Service Commission. All special agents and route inspectors are appointed auxiliary members of this board. When an agent examines a proposed route, and the requirements of the Department complied with, as a representative of the Civil Service Commission he conducts an examination of the applicants for the position of carrier; due notice of such examination being given through the postmaster at the post-office from which the route is to emanate.

The examination consists of answering a series of questions in the applicant's own handwriting, relating, among other things, to his physical condition, his previous experience and occupation, and such practical tests as will demonstrate his ability to perform the work required. An inquiry is made by the examining agent as to each applicant's acquaintance with the prospective patrons of the route, and whether he has their confidence, and as to his character and fitness for the position.

The examination papers are forwarded by the agent, with report on inquiries made by him, to the central board of examiners, where they are rated in accordance with rules approved by the Civil Service Commission, and an eligible list prepared. The applicants passing the examination are arranged in the order of their rating, with the highest first,

except when a soldier is an applicant, he being entitled to preference under section 1754 of the Revised Statutes. When a carrier is to be appointed for a given route, the person whose name is at the head of the list of eligibles for that route is selected. Each carrier is required to provide a substitute of his own selection, so that service on the route may not be irregular by reason of enforced or other absence. When an examination is held to establish a list of eligibles for each route, the person who is substitute is given preference if his qualifications are equal to those of other applicants.

The resignations of 2,879 carriers were accepted during the year; about 19 per cent of the whole number. Many carriers, because of the length of the routes, the character of the roads to be traveled, the wear on their horses and equipment, and the cost of maintenance, find it unprofitable to continue in the service. Seventy carriers were removed for cause, of which number 7 were arrested for violation of the postal laws. The deaths of 86 carriers were reported.

SALARIES.

Under the law the salary of rural carriers can not exceed \$600 per annum, and no other allowance can be made, but it is provided that they shall not be prohibited from doing an express-package business, if it does not interfere with the discharge of their official duties. The Department has in its discretion graded the salaries according to the work performed. The following schedule, based upon the length of the route served, has been usually followed:

Routes not less than 20 miles.....	\$600
Under 20 and not less than 16 miles.....	500
Under 16 and not less than 12 miles.....	400
Under 12 and not less than 8 miles.....	300
Under 8 and not less than 4 miles.....	200

Since July 1, 1903, where the establishment of a route of 20 miles or more which would serve less than one hundred families was justified, the number of families has been considered in fixing the salary. Short-length routes are found principally in county service, where they are established to connect full-length routes or to reach territory which could not be served otherwise. Routes on which the salary of the carrier is less than \$600 by reason of not having the required number of families are also usually a part of county service, being made necessary in serving sparsely-settled territory which could not otherwise be reached.

Express business.—The provision of law under which rural carriers are permitted to do an express-package business was intended by Congress to provide a means of additional compensation, but it is so broad in its terms that the way has been opened for a serious loss of revenue to the postal service. The Department has endeavored to restrict the express matter carried by rural carriers to such as is mailable as fourth-class mail matter, but advantage is taken of the law by business firms to secure the distribution of large quantities of advertising matter by the rural carriers. Such matter is shipped by express or freight to the carrier or some agent who arranges with the carrier for its distribution. Thus rural carriers, employees of the Department, are deliv-

ering to patrons on their routes matter which would otherwise be mailed and become a source of postal revenue.

As the result of the express-package business, complaints frequently come to the Department that carriers are soliciting business for one firm to the disadvantage of others.

In many sections of the country carriers have become the agents of daily newspapers, soliciting subscribers, delivering papers, and collecting for the same. This has led to complaints from other newspapers circulating in the same territory, alleging that carriers discriminate against one paper in favor of another. In one State there was discovered an attempt on the part of a carriers' organization to exact certain compensation from daily papers, and any paper declining to meet such demand was to be placed on the blacklist. The ultimate result of permitting carriers to transact express-package business is great loss of revenue to the Department and constant annoyance from complaints of merchants and publishers. In many instances the delivery of mail is now a secondary matter, the express-package business being regarded by the carrier as the more important part of his work. He is secure in his salary from the Government, and what business he can work up as news agent or express messenger is clear gain. If carriers are to be permitted to do an express-package business, then the entire system of compensation should be changed to the contract system, the same as the star-route service. On many routes a profitable express business is not practicable, while on others it becomes lucrative, and the present system, therefore, results in great inequality of compensation.

It is therefore recommended that rural carriers be restricted to the discharge of their official duties the same as city carriers, as prescribed by the Department, and to provide a compensation commensurate with the service performed, the maximum salary should be raised to \$750 per annum for a route of 25 miles.

MAPS.

A sketch of rural free-delivery routes which are to be established is regarded as a necessity for the proper conduct of the service. A copy is filed in the Department, becoming a part of the records; another copy is furnished the postmaster at the distributing office for his information and guidance, and another is filed at division headquarters.

In this way is furnished a picture of the existing postal facilities, the roads traversed by the rural free-delivery routes and those connecting therewith, and in a measure the topography of the locality. These sketches are in fact blueprints taken from a tracing based upon a rough sketch prepared by the agent who examines and lays out the route. By reference to these blueprints or maps, when additional routes are petitioned for it can be ascertained whether or not any part of a proposed route is already covered by existing routes, and frequently applications for curtailment, extension, or variation of routes can be intelligently passed upon without the delay and expense of an examination by an agent.

In cases of one or more routes from one point this work is done at the division headquarters, and has been done by the piece by persons not salaried employees and paid for out of the appropriation for

incidental expenses, rural free-delivery service. A recent decision of the Comptroller of the Treasury holds such an expenditure is not properly chargeable to that appropriation. In submitting estimates for the coming fiscal year request has been made that the item for incidental expenses include the making of maps for use in the rural free-delivery service.

Prior to this decision of the Comptroller, and not in anticipation of it, steps were taken, now about completed, to appoint salaried clerks competent for this work, this being deemed the more legitimate way to secure such service, so that the charge on the incidental expense item of the appropriation will be limited to the necessary material and such equipment as may be needed from time to time.

When county service is contemplated, a map of all the existing routes in the county is prepared for the guidance of the agent laying out the additional service. This work is done in the Department.

RURAL BOXES.

Patrons of the rural free-delivery service are required to furnish at their own cost a box for the reception of mail delivered to them, or which they desire collected by the carrier and dispatched, complying with certain specifications as to size, shape, and workmanship, and made of galvanized sheet iron or sheet steel, the same to be approved by the Department. Individuals and firms proposing to manufacture a box or boxes are required to submit a sample of the same, with a sample of the material of which it is constructed, to the division superintendent in whose territory they may be located, for inspection and approval. If the box or boxes conform to the prescribed requirements the manufacturer is authorized to stencil thereon "Approved by the Postmaster-General." One hundred and eighteen boxes have been so approved, which are sold at prices running from 75 cents to \$3.50.

SUPPLEMENTAL REPORT.

The present status of the work.—Since July 1, 1903, the work of investigating and establishing routes has been pushed as rapidly as possible. Of the 2,300 cases on hand favorably reported previous to that date 1,380 have been established and 920 were short the required number of families. A large percentage of the "short routes" were returned to the field for reinvestigation and have been extended or rearranged so as to meet the requirements of the Department. At this time routes are being established as rapidly as favorably reported by the field force. Including routes which were installed July 1, 1903, and service which became operative November 16, 4,549 routes have been established since June 30, 1903. The condition of the work up to October 31, 1903, and including the routes established November 16 is shown in the following table:

Petitions for rural free delivery filed, routes established, cases adversely reported, petitions pending, and percentages of cases investigated up to November 1, 1903.

States.	Petitions filed.	Routes established. ^a	Adverse reports.	Petitions pending.	Per cent investigated.
Alabama	583	225	177	181	69
Arizona	9	7	.....	2	77
Arkansas	86	62	7	17	80
California	255	184	46	25	90
Colorado	111	58	29	24	78
Connecticut	234	200	22	12	94
Delaware	118	85	11	22	81
District of Columbia	8	2	1	.....	100
Florida	85	18	8	9	74
Georgia	1,473	635	384	454	69
Hawaii	1	.....	1	.....	100
Idaho	41	19	15	7	83
Illinois	2,469	1,669	287	513	75
Indiana	1,999	1,385	231	383	80
Indian Territory	7	2	.....	5	28
Iowa	2,238	1,614	233	391	82
Kansas	1,459	909	192	358	75
Kentucky	488	254	69	165	66
Louisiana	30	11	4	15	50
Maine	376	271	51	54	85
Maryland	382	304	46	32	91
Massachusetts	218	176	21	21	90
Michigan	1,614	1,100	182	332	79
Minnesota	1,216	697	98	421	65
Mississippi	288	111	32	140	50
Missouri	1,472	976	135	361	75
Montana	22	8	4	10	54
Nebraska	909	548	145	216	76
Nevada	2	.....	1	1	50
New Hampshire	198	142	23	33	83
New Jersey	184	136	23	25	86
New Mexico	8	3	.....	.....	100
New York	1,680	1,233	206	181	89
North Carolina	1,017	438	810	269	73
North Dakota	142	34	43	65	54
Ohio	2,264	1,525	291	448	80
Oklahoma	234	76	8	155	35
Oregon	156	109	26	21	86
Pennsylvania	1,722	1,104	256	362	79
Rhode Island	29	23	4	2	98
South Carolina	706	281	270	155	78
South Dakota	257	129	37	91	64
Tennessee	1,518	782	227	509	66
Texas	808	449	92	267	67
Utah	47	30	14	8	98
Vermont	261	192	43	26	90
Virginia	818	380	236	202	75
Washington	128	80	22	26	80
West Virginia	173	117	35	21	87
Wisconsin	1,224	810	92	322	73
Wyoming	9	5	4	.....	100
Total	31,711	19,668	4,689	7,354	77

^a Includes service established November 16, 1903.

Current appropriation.—The amount appropriated for the compensation of rural carriers and clerks in charge of rural substations during the current fiscal year is \$12,000,000. Of this, approximately \$9,047,630 is required for carriers in the service on June 30, 1903, and adding to this \$12,350, which will pay clerks in charge of rural substations, there is left \$2,940,000 for the establishment of additional routes. The salaries of the 4,549 carriers already appointed since June 30, 1903, on routes now in operation, including those installed November 16, will aggregate \$2,229,981. It is estimated that favorable reports received and approved will average 600 routes per month. At this rate the appropriation now available will be exhausted about March 1, 1904, in establishing service effective up to and including April 1, 1904, and the work of installation of rural routes during the current fiscal year will then have to be discontinued unless a supple-

mental appropriation is made by Congress. The sum of \$300,000 will be sufficient to enable the Department to continue the establishment of the service as fast as routes are favorably reported and approved for the remainder of the current fiscal year.

Estimates for 1904-5.—On June 30, 1903, there were pending 11,700 petitions, and 1,702 cases for the investigation of proposed routes have been made up since that date. Of this number 4,549 routes have been established, including service installed November 16. Adverse reports on 1,499 petitions have been made since June 30, 1903. The number of petitions pending November 1, therefore, was 7,354.

Service has been ordered on 717 routes to become operative December 1 and 16, 1903, and orders are being made daily for routes effective January 2, 1904. Approximately 300 petitions have been filed since October 31, 1903, so that the net number of petitions pending is about 6,937.

The average number of petitions filed per month during the past fiscal year was 695, and the average number for the months of July, August, September, and October of that year was 624, while for the corresponding four months of the current fiscal year the average is 425 per month. It is not believed that this decrease will be maintained during the year.

Attention has already been called to the number of special inspection cases pending—2,190. As the service grows this class of cases, covering proposed changes and extensions in existing routes, will increase.

For the purpose of bringing the work of examining proposed routes up to date, and expediting the work of investigating special inspection cases an increase of 36 in the field force of the rural free-delivery service has been recommended, making a total of 175 men for that work.

There are now in operation 19,398 routes. It is estimated that 3,260 additional routes can be established out of the appropriation now available, making 22,678 which will be in operation or ordered established by March 1, 1904. To maintain service on these routes during the fiscal year from July 1, 1904, to June 30, 1905, will require \$13,560,000. If Congress should make a supplemental appropriation of \$300,000 for the current fiscal year as suggested, additional routes can be established, bringing the number in operation June 30, 1904, up to 24,500. In that event about \$15,000,000 will be required to maintain the service during the next fiscal year.

With the number of agents now employed it will require about \$3,000,000 additional to enable the Department to establish the service during the fiscal year 1904-5 as rapidly as routes are examined. Should Congress provide for an increased number of agents, as recommended, it will require about \$4,000,000 additional, or \$19,000,000 to maintain and install the service during the next fiscal year.

Should the maximum salary of the carriers be increased from \$600 to \$750 per annum, as recommended, it will necessitate an increase in the above estimates of about 25 per cent.

Below is given a statement in detail of the estimates which have been submitted to the Secretary of the Treasury for the maintenance of the service during the fiscal year beginning July 1, 1904:

	Amount.	Increase.	Decrease.
6 division superintendents, at \$2,400 (reduction of 2).....	\$14,400		\$4,800
26 rural agents, at \$1,600.....	40,000		
26 rural agents, at \$1,500 (10 additional).....	37,500	\$15,000	
26 rural agents, at \$1,400 (10 additional).....	36,000	14,000	
26 rural agents, at \$1,300 (10 additional).....	32,500	18,000	
75 rural agents, at \$1,200 (in lieu of 65 route inspectors, at \$1,200, 4 route inspectors, at \$900; and 6 additional).....	90,000	8,400	
Per diem for 100 rural agents, at \$4 per diem (increase of 30).....	120,000	36,000	
Per diem for 75 rural agents, at \$3 per diem (increase of 6).....	67,500	5,400	
Incidental and other necessary official expenses of superintendent, division superintendents, and rural agents, livery hire, etc.	50,000	25,000	
Incidental expenses, including collection boxes, furniture, satchels, straps, badges, and the making of maps for use in rural service.....	250,000	50,000	
Pay of letter carriers and clerks in charge of substations.....	15,000,000	3,000,000	
Clerks in division headquarters.....	48,500	1,700	
Total	15,785,400	3,168,500	4,800

Net increase, \$3,163,700.

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDACTIONS.

A large number of the inspectors were detailed to the special investigation of certain divisions of the Post-Office Department, which has interfered to some extent with routine work. The result of that investigation is set forth in detail in the special report submitted to you on October 24 of this year. Forty-four indictments were found, involving 31 persons, 10 of whom had been connected with the postal service. Considering the large amount of special work assigned to the inspectors, the work of the various divisions is in excellent condition.

The division of post-office inspectors and mail depredations consists of post-office inspectors, under the charge of the chief post-office inspector, and the division of mail depredations, under charge of a chief clerk, where the records of all depredations upon the mails are kept.

During the fiscal year a larger number of post-office inspectors was employed than during any other year in the history of the postal service. Numerous irregularities were discovered in remote country post-offices, which our inspectors have been unable to reach in former years. In some instances frauds were detected and large amounts collected from dishonest officials, which would not have been discovered had it not been for the unusual vigilance required of the inspectors' force during the year. Certain kinds of crime against the postal laws seem to be on the increase, such as the robbery of railway post-offices, star-route carriers, rural free-delivery carriers, mail messengers, and the robbery of mail boxes. There has, however, been an increase in the number of arrests and convictions for all offenses, the percentage being 1.6 on arrests and 3 on convictions.

The general direction of the force of inspectors and the supervision of all matters pertaining to this branch of the service is vested in the chief inspector, with headquarters at the Department. For convenience and efficiency, the territory of the United States has been apportioned into 15 divisions, each having an inspector in charge, who has the general direction of all matters referred to him and of the inspectors assigned to his division. The results of field investigations and the correspondence from the inspectors are transmitted to the Department through the several inspectors in charge.

The duties performed by post-office inspectors embrace a wide scope and are of great importance to the welfare and integrity of the postal service. They are charged with all investigations in relation to complaints against postmasters and other employees of the postal service; allowances for clerk hire and other expenses for post-offices; the collection of balances due the United States by delinquent and retiring postmasters, and establishment or discontinuance of post-offices, postal stations, money-order offices, and free-delivery service; determining the responsibility of sureties on the official bonds of postmasters at money-order offices; the inspection of the accounts and the management of post-offices; the instruction of postmasters and other employees in the regulations and usages of the service; investigations pertaining to the burning of post-offices and losses of mail locks and keys; the location and change of name or site of post-offices; the wrong payment of money orders, and many cases relating to detentions, losses and irregularities in the registered and ordinary mails, and other violations of the postal laws, as well as special investigations which may be assigned them by the Postmaster-General and the Fourth Assistant Postmaster-General.

During the year 200,729 cases have been referred to the inspectors' division for investigation. The entire number investigated was 210,061, but there were left over from the fiscal year 1902, 94,607 cases, so that we had on hand on July 1, 1903, 85,275 cases.

The division of mail depredations, under the direction of a chief clerk, is located in the Department and is charged with the records, accounts, and correspondence pertaining to this arm of the service. In order that a complete record may be kept, every complaint or inquiry received at this office is jacketed, briefed, and numbered, and for the sake of convenience these complaints and inquiries are divided into classes, as follows:

A.—Complaints relating to the registered mail.

B.—Complaints relating to the ordinary mail, or that which is not registered.

C.—Miscellaneous complaints and inquiries affecting the business or employees of the postal service and violations of the postal laws.

D.—Matters pertaining to highway robberies of the mails, robberies of post-offices, and other special depredations.

F.—Complaints and inquiries affecting mail matter dispatched to and received from foreign countries.

I.—Annual inspection of money-order post-offices.

R.—Matters pertaining to claims for reward for the arrest and conviction of persons violating the postal laws.

S.—Responsibility of sureties on the official bonds of postmasters.

The total number of cases of all classes made up during the fiscal year 1903 aggregated 200,729, and the total number disposed of 210,061. The cases investigated and closed during the year 1903 consisted of 9,425 A cases, 117,060 B cases, 27,865 C cases, 4,895 D cases, 25,611 F cases, 7,291 I cases, 88 R cases, and 17,826 S cases. There were on hand undisposed of, on July 1, 1903, 3,551 A cases, 50,791 B cases, 14,074 C cases, 2,096 D cases, 4,886 F cases, 5,076 I cases, 56 R cases, and 4,745 S cases, or a total of 85,275 cases.

The totals of cases referred during the last five fiscal years were as follows: In 1899, 144,758; in 1900, 197,996; in 1901, 178,514; in 1902, 182,705; in 1903, 200,729; and the total number of cases closed in

1899, 115,846; in 1900, 169,505; in 1901, 179,084; in 1902, 175,425, and in 1903, 210,061. The number remaining on hand in 1899, 59,254; in 1900, 87,897; in 1901, 87,327; in 1902, 94,607, and in 1903, 85,275.

From the foregoing figures it will be observed that the cases referred to inspectors for the four years ended June 30, 1902, averaged annually 175,993, and the total number of cases closed during the same period showed an annual average of 159,965. The total number of cases referred to inspectors during the fiscal year 1903 aggregated 200,729, showing an increase of 24,736 as compared with the annual average of the preceding four years, and the total number of cases closed during the fiscal year 1903 aggregated 210,061, showing an increase of 50,096 as compared with the annual average of cases closed during the preceding four years.

It also appears that the total number of C cases referred to inspectors during the fiscal year 1903 was 16,588, while during the fiscal year 1902 41,527 such cases were referred. This apparent decrease is due to the fact that two separate classes of cases were segregated from the C class, as mentioned in the annual report for the fiscal year 1902. The total number of cases relating to the annual inspection of money-order post-offices (10,794) and to the investigation of the responsibility of sureties on the official bonds of postmasters (14,632) referred during the fiscal year 1902, and included in class C in the annual report for that fiscal year, was 25,426. During the fiscal year 1902 there were referred to inspectors for investigation 41,527 cases of class C, of which 25,426 related to the annual inspection of post-offices and to responsibility of sureties on the official bonds of postmasters, leaving a balance of 16,101 cases as a basis for comparison with the number of cases of Class C referred during the fiscal year 1903. It is evident that there was an increase of 487 in the number of cases of Class C referred during 1903 as compared with the number of cases of the corresponding class referred during 1902. The apparent decrease in the number of C cases investigated and closed during the fiscal year 1903 (27,865), as compared with the number of the same class investigated and closed during the fiscal year 1902 (52,056), is due to the same cause.

The aim of the office has been to increase the efficiency of this branch of the service by close scrutiny of reports received during the year, for the purpose of requiring uniform methods in the several divisions throughout the country and securing the highest standard of work possible from inspectors in the field. That this has had the effect of stimulating the members of the force to greater efforts is apparent from the more satisfactory character of the investigations made, as evidenced by the more complete, concise, and carefully prepared reports submitted.

The number of offices inspected during the year ended June 30, 1903, was 21,375, while the number of money-order offices in existence at the end of the fiscal year 1903 was 34,547. It will thus be seen that about 13,172 money-order offices were not inspected. The offices not visited are naturally the smaller ones, and those more difficult of access; and, while the revenue from these offices would not be great, many of the postmasters have continued to employ wrong methods inherited from their predecessors, and in order that they might be given instructions which would insure the correction of irregularities it is necessary that these offices be visited at least once a year by an inspector. The

annual inspections, even without considering the protection to the revenues, have been highly beneficial, and the interests of the service require at least one inspection a year of every money-order office. The number of post-offices inspected during the fiscal year 1903 was 1,926 less than during the fiscal year 1902. This decrease is due to the fact that a number of inspectors were detailed on special service for a period of several months.

A CASES, OR CASES RELATING TO THE REGISTERED MAIL.

All complaints received referring to depredations upon or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the total number and character of complaints received and referred for investigation. Exhibit B is composed entirely of complaints which have been investigated and closed during the fiscal year 1903, while Exhibit C is the financial statement relating to cases investigated and returned during the fiscal year 1903. It will be observed that the total number of complaints of this class which were received, jacketed, and assigned to inspectors for investigation during the fiscal year 1903 aggregated 9,775.

As shown by Exhibit B, 9,425 cases were investigated, reported upon, and closed, of which, as indicated by Exhibit C, no financial loss occurred in 5,910 cases, while in 2,856 cases the full amount of the alleged loss was recovered, collected, or paid through indemnity, thus leaving only 659 to represent the actual number of cases in which financial loss was sustained.

A comprehensive idea of the result of work which has been accomplished in this class of cases during the past year can be obtained by a glance at the following table, which shows the average results of the preceding five years:

Year.	Com-plaints.	Cases in-vesti-gated.	O. K.	Paid.	Loss.	Pieces handled.
1898	6,445	6,320	3,618	1,834	868	15,600,220
1899	7,084	6,464	3,996	1,673	795	15,900,140
1900	7,165	6,432	3,831	1,848	753	18,386,332
1901	8,038	7,539	4,655	2,084	850	20,814,501
1902	8,747	8,233	5,301	2,138	794	22,831,400
Total for five years	37,424	34,988	21,401	9,527	4,060	93,582,598
Annual average	7,484	6,997	4,280	1,906	812	18,706,518
1903	9,775	9,425	5,910	2,856	659	25,947,414

Cases outstanding July 1, 1897 1,259
 Cases outstanding July 1, 1902 3,201

From this it will be seen that the total number of complaints received during the five years was 37,424, and the total number investigated during the five years was 34,988, or an annual average of 6,997 cases investigated and closed, showing an average loss of 812 out of an average of 18,706,518 pieces of registered mail handled yearly, or a net loss of one piece in every 23,037 handled, being 11.6 per cent of the complaints investigated.

A comparison of the office record for the last two fiscal years shows that the total number of complaints affecting the registered mail

received during the fiscal year 1903 was 1,028 more than the total number of the same character received during 1902. The total number of pieces of registered mail handled during the fiscal year 1903 was 25,947,414.

Of 9,425 registered cases which were investigated and closed during the last fiscal year it was found in 5,910 cases no actual loss had occurred, and in 2,856 cases the full amount of the loss alleged was recovered, collected, and paid, thus leaving only 659 cases in which losses were actually sustained, or 6.9 per cent of the total number of cases investigated and closed during the fiscal year 1903.

The 9,425 registered cases above referred to represent complaints from every State in the Union, together with Porto Rico (in which there were 33) and the Hawaiian Islands (in which there were 38). Actual loss occurred in 8 cases in Porto Rico and actual loss was sustained in 1 Hawaiian case. Missouri leads with 794 cases, in which there was actual loss in 24; New York follows with 648, and actual loss in 51; Illinois had 605, with actual loss in 43; Mississippi with 376, and actual loss in 23; Pennsylvania with 364, and actual loss in 24; Louisiana with 353, with actual loss in 31.

In 1900 the loss was 11.7 per cent of the total number of cases investigated and closed, or an average of one piece in every 24,417 handled. In 1901 the loss was 11.2 per cent of the total number of cases investigated and closed, or an average of one piece in every 24,487 pieces handled. In 1902 the loss was 9.6 per cent of the total number of cases investigated and closed, or an average of one piece in every 28,755 handled. While the loss for the fiscal year 1903 was 6.9 per cent of the total number of cases investigated and closed, or an average of one piece in every 39,373 handled.

The above computation is based on the total number of cases investigated and closed during each fiscal year commencing with the fiscal year 1900, and differs from the basis used in former annual reports, which was that of the total number of cases referred, investigated, and closed, being only a portion of the work performed.

Recapitulation of A cases.

Cases outstanding July 1, 1902.....	3,201
Cases under consideration in the Department July 1, 1902.....	1,121
Cases referred for investigation.....	9,775
Total.....	14,097
Cases closed.....	9,425
Cases under consideration in the Department July 1, 1903.....	1,121
Cases outstanding July 1, 1903.....	3,551
Total.....	14,097

B CASES, OR CASES RELATING TO ORDINARY MAIL.

All unregistered letters and packages transmitted in the mails are included in the general classification of ordinary mail. Millions of important communications and valuable inclosures are intrusted by the public to the mails yearly, with the confident expectation that they will reach destination in good order and safety; but in the most care-

ful service errors are liable to occur, resulting in delay and occasional loss. It should not be inferred, however, that carelessness or even indifference is tolerated in handling the least valuable piece of ordinary mail. The post-office inspectors are as zealous in their endeavors to locate the criminal whose depredations are confined to ordinary mail as they are in cases involving registered mail, and even greater care is required to locate those who rifle ordinary mail only, because of the lack of facilities for tracing matter of this class.

As showing the importance of placing the name and address of the sender upon the envelope or wrapper, it is only necessary to state that thousands of letters deposited for transmission in the mails are misdirected or not directed at all; and it is often impossible, even with all the facilities afforded by the Department, either to deliver these letters to the addressees or to return them to the writers. It is also important that every depredation upon the mails and losses occurring therein which may come to the knowledge of the patrons thereof should be promptly reported to the Fourth Assistant Postmaster-General, division of post-office inspectors and mail depredations.

As shown in Exhibit D, there have been 112,330 complaints received at this office during the fiscal year 1903 affecting the ordinary mail. Of this number 55,182 referred to letters and 57,148 referred to packages. The above total shows an increase in number of 9,073, or a fraction under 9 per cent, as compared with the number of cases of this class received during the year 1902.

The total number of B cases disposed of during the fiscal year 1903 was 117,060, of which 63,763 cases were received and referred during the fiscal year 1903, and 53,297 cases were received and referred during previous fiscal years. Of the 63,763 cases referred and investigated during the fiscal year 1903, it was shown that no loss had occurred in 14,188 cases, or a fraction over 22 per cent.

C CASES, OR MISCELLANEOUS COMPLAINTS AND INQUIRIES AFFECTING THE EMPLOYEES OR BUSINESS OF THE POSTAL SERVICE.

A reference to Exhibit E will show the number and character of this class of cases referred to inspectors for investigation during the fiscal year ended June 30, 1903, as well as the source from which the requests for such investigation emanated. It will be seen that the number of these references aggregated 16,588, of which 1,529 originated in the office of the First Assistant Postmaster-General, 292 in the office of the Second Assistant Postmaster-General, 930 in the office of the Third Assistant Postmaster-General, 13,221 in the office of the Fourth Assistant Postmaster-General (2,071 in the division of appointments, and 11,150 in the division of post-office inspectors and mail depredations), 49 in the office of the Assistant Attorney-General for the Post-Office Department, and 567 in the office of the Auditor for the Post-Office Department.

At the beginning of the fiscal year 1903 there were 25,351 cases brought forward from the previous year not closed. Add to this the 16,588 received during the year, and we have 41,939 cases to be accounted for. Of this total 27,865 were closed, leaving 14,074 cases on hand July 1, 1903.

The following is a statement, in detail, showing the number of cases relating to violations of the various sections of the Postal Laws and Regulations of 1902.

No. of section.	Subject.	Number of cases.
329	Irregularities on the part of postmasters in the sale of postage stamps, false returns of cancellations, etc	676
1578	Evasion of payment of proper rates of postage	306
556	Lottery matter in the mails	85
484	Scurrilous and obscene matter	1,827
499	Use of mails for fraudulent purposes	2,942
497	Unlawful use of penalty envelopes	38
498	Post-offices located in barrooms	17
1617	Carrying mail by private express	154
512	Obstructing the mails	49
266	Forging or counterfeiting money orders	240
1136	Embezzlement of letters containing inclosures, by postal employees	132
to	Detaining, opening, or destroying letters, by postal employees	1,061
1141	Intercepting or stealing mail, by any person	502
1622	Willfully neglecting to deposit postal revenues, by postmaster	189
1623	Removing cancellations from postage stamps	508
1588		
1604		
1605		
1609		
1610		
1576		
1585		
1584		
1586		

By reference to Exhibit F it will be seen that during the fiscal year 1903, 27,865 C cases were reported on and finally closed, leaving a balance of 14,074 cases of this class which were not closed.

D CASES, OR CASES REFERRING TO HIGHWAY ROBBERY OF THE MAILS, ROBBERIES OF POST-OFFICES, AND OTHER SPECIAL DEPREDACTIONS.

Exhibit H embraces the class of investigations which relates to the robbery and burning of post-offices, wreckings, and other casualties occurring to postal cars, highway robberies of mail trains, messengers, stages, etc. The investigation of this class of cases requires persistent and patient effort on the part of inspectors.

The following is a comparative statement of the depredations and casualties treated in this class of cases during the fiscal years 1900, 1901, 1902, and 1903:

Year.	Robberies.			Postal cars burned and wrecked.	Post-offices burned.	Mail pouches. Loss, damage, rifling, failure to recover.
	Post-offices.	Railway post-office service, star routes, rural free-delivery routes, screen-wagon service.	Letter boxes, street and rural free delivery.			
1900	1,587	28	76	92	586	1,118
1901	1,635	40	158	71	648	1,399
1902	1,746	27	465	74	669	1,504
1903	1,643	117	803	71	557	1,981

The above figures show a decrease in the number of post-offices robbed as compared with the fiscal year 1902, also a decrease in the number of post-offices burned and in the number of postal cars burned and wrecked as compared with previous years noted, except in 1901, the number of postal cars burned and wrecked being the same as in 1903. There is an increase, however, in the number of other depredations and casualties listed. This is accounted for by the expansion of the postal service in its various branches. In this table the number of letter boxes robbed is given as 803, as against 465 for the year 1902 and 158 for 1901. This increase is due to the growth of the rural free-delivery service. It is obvious that boxes placed along the country highways are much more liable to depredations than those along city streets.

At the beginning of the fiscal year 1903 there were 1,493 cases brought forward from the previous years not closed. Add to this 5,498 received during the year and we have 6,991 cases to be accounted for. Of this total 4,895 cases were closed during the fiscal year 1903, leaving a balance of 2,096 cases on hand July 1, 1903.

CLASS F CASES.

Inquiries and complaints relating to international mail matter forwarded to and from foreign countries and in transit across the United States to a foreign country are designated as "F" cases. For the most part these cases are simply inquiries relative to the delivery of foreign matter, which necessarily require considerable correspondence. But few need personal investigation by an inspector. During the year there were 25,703 cases of this class, of which 16,282 related to registered matter, 9,213 to the ordinary mail, and 208 were of a miscellaneous nature. To the 25,703 cases received there should be added 4,794 cases which were on hand at the beginning of the fiscal year 1903, making a total of 30,497 cases on hand and received during the year. Of this number 25,611 cases were closed.

A total of 15,958 registered cases were closed, and in 15,421 of these investigations demonstrated that no loss had occurred in the registered mails. Thirty-four cases affecting registered matter were closed as chargeable to robberies. One hundred and fifty-seven cases related to losses outside of the United States, 254 cases related to alleged rifling not located, and 92 cases related to losses in the United States. Of the 9,424 cases relating to ordinary matter which were closed during the fiscal year 1903, 3,737 were reported without loss; in 5,687 cases the losses could not be located; 44 cases related to international money orders, and 148 cases were of a miscellaneous character. At the end of the year there were 4,886 cases on hand partially investigated, 395 being in the hands of inspectors. Thirty-seven cases related to investigations in which collections were made and the amount so collected disbursed through this office.

The number of inquiries and replies received during the fiscal year 1903 which required translation into English amounted to 13,470. Of this number 4,858 were translated by the foreign mails division of the Second Assistant Postmaster-General's office and 8,612 were translated by our own force.

The following summary of foreign cases shows the number and character of reports received, the number of cases disposed of during the fiscal year 1903, those remaining on hand from the previous year, and the cases which are now in an incomplete condition:

Summary of F cases.

[Showing the number on hand, received, and disposed of during the fiscal year 1903, and the number not completed at the beginning of the current year, July 1, 1903.]

Cases on hand July 1, 1902.....	4, 794
Cases received during the year relating to registered matter	16, 282
Cases received relating to ordinary matter	9, 213
Cases received of a miscellaneous character.....	208
Total	30, 497
Cases relating to registered matter closed without loss.....	15, 421
Registered cases in which loss occurred abroad	157
Registered cases closed, showing loss by robbery in the United States.....	34
Registered cases closed in which loss was not located as between the United States and foreign countries	254
Registered cases closed, showing loss in the United States	92
Total registered cases closed.....	15, 958

Ordinary cases closed without loss	3, 737
Ordinary cases closed, loss not located	5, 687
Total ordinary cases closed	9, 424
Cases relating to international money orders closed	44
Other miscellaneous cases closed	148
Total miscellaneous cases closed	192
Cases closed in which collections were made and sums disbursed through this office	37
Total number of cases closed during the fiscal year 1903	25, 611
Cases on hand, unfinished, July 1, 1903	4, 886
Total	30, 497

CLASS I CASES.

Cases relating to the regular annual inspection of money-order post-offices are included in Class I. This class of cases was established January 1, 1902. Prior to that date they were included in Class C. During the six months January 1, 1902, to June 30, 1902, there were referred for investigation 1,202 cases of this class, of which 281 were reported upon and closed, leaving a balance on hand July 1, 1902, of 921 cases. Eleven thousand four hundred and forty-six cases were referred for investigation during the fiscal year 1903. To this number (11,446) should be added the balance on hand July 1, 1902 (921), making a total of 12,367 cases to be accounted for. Of this total (12,367), 7,291 cases were investigated and closed during the fiscal year 1903, so that there were on hand July 1, 1903, 5,076 cases uninvestigated.

CLASS S CASES.

Cases relating to investigation of the responsibility of sureties on the official bonds of postmasters are included in Class S. This class of cases was established January 1, 1902. Prior to that date they were included in Class C. During the six months January 1, 1902, to June 30, 1902, there were referred for investigation 9,213 cases of this class, of which 5,953 were reported upon and closed, leaving a balance on hand July 1, 1902, of 3,260 cases. Nineteen thousand three hundred and eleven cases were referred for investigation during the fiscal year 1903. To this number (19,311) should be added the balance on hand July 1, 1902 (3,260), making a total of 22,571 cases to be accounted for. Of this total (22,571), 17,826 cases were investigated and closed during the fiscal year 1903, so that there were on hand July 1, 1903, 4,745 cases uninvestigated.

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The total number of arrests during the fiscal year, as shown by Exhibit I, was 1,864, of which 1,723 were subject to jurisdiction of United States courts and 141 were subject to the jurisdiction of State courts. Of the former number, 107 were postmasters, 27 were assistant postmasters, 65 were clerks in post-offices, 9 were railway postal clerks, 44 were letter carriers, 37 were mail carriers, and 33 were employed in minor positions in the postal service. The remainder (1,401) were persons not in any way connected with the postal service, and among them were 269 post-office burglars.

Of the number of arrests subject to the jurisdiction of United States courts (1,723), 1,140 were disposed of, resulting in 770 convictions. One hundred defendants were discharged by the grand jury; 133 were

discharged on preliminary examination; 67 were acquitted. In 62 cases proceedings were dismissed, and 8 defendants died awaiting trial; 10 forfeited bail and 3 escaped from custody, leaving 570 cases pending in United States courts on July 1, 1903.

Of the 141 arrests subject to the jurisdiction of State courts, 78 were post-office burglars, the remainder (63) being various offenses not enumerated. Of the total number of cases (141), 106 were disposed of, resulting in 79 convictions and 27 acquittals, leaving 35 cases awaiting trial at the close of the fiscal year 1903.

The following is a comparative statement of the depredations and casualties of this class for the past decade:

Year.	Number of post-offices.	Increase.	Post offices burned.	Increase.	Post-offices burglarized.	Increase.	Burglars arrested.	Increase.
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
1893	68,408	1.9	530	6.4	1,195	7.9	228	12.3
1894	68,806	.6	558	5.3	1,621	35.6	351	53.9
1895	70,064	1.8	582	a 4.7	1,561	a 3.7	423	20.5
1896	70,360	.4	582		1,474	a 5.6	470	11.1
1897	71,022	.9	500	a 6	1,573	6.7	419	a 10.9
1898	73,570	3.5	544	8.8	1,547	a 1.7	441	5.3
1899	75,000	1.9	563	3.4	1,481	a 4.2	361	a 18
1900	76,688	2.2	586	4	1,587	7.2	320	a 11.3
1901	76,945	.3	643	9.7	1,635	3	327	2.1
1902	78,924	a 1.8	669	4	1,746	6.7	372	13.7
1903	74,169	a 2.3	557	a 16.7	1,643	a 5.9	347	a 6.7
1893	68,408		530		1,195		228	
1903	74,169	8.4	557	5	1,643	37.5	347	52.2

a Decrease.

From this table it will be noted that while the number of post-offices in the United States has increased 8.4 per cent during the last ten years, the increase in the number of post-offices destroyed by fire during that period has been 5 per cent, and the number of post-office robberies has increased 37.5 per cent, while the increase in the number of post-office burglars arrested has been 52.2 per cent.

IDENTIFICATION OF CRIMINALS.

The matter of identification of criminals is one of importance. The section having charge of this feature of the work has been in operation since July 1, 1899, and is of great value to the service. The Bertillon system of measurement and description is used whenever practicable, and there are now on file in the section the descriptions and histories of many criminals. The identification section, through the chief post-office inspector, is a subscriber to the National Bureau of Identification. To this national bureau are sent photographs, measurements, and descriptions of criminals when arrested, and the information of that institution is at the command of the post-office inspectors.

REWARDS.

The standing rewards offered by the Postmaster-General for the apprehension and conviction of post-office robbers have secured the earnest cooperation of local officers and detective and police forces of the country, resulting in the arrest of a considerable number of particularly bold and annoying depredators of this class.

During the year there have been filed with the Department 78 claims for rewards, and there were on hand, at the close of the fiscal year 1902, 66 claims of this character, making a total of 144 claims under consideration during the fiscal year 1903. Of this number 5 claims were rejected, 56 were on hand at the close of the year, and 83 were

paid, as follows: One claim of \$500, chargeable to the appropriation of 1899; 2 claims, making a total of \$1,100, chargeable to the appropriation of 1900; 15 claims, making a total of \$3,050, chargeable to the appropriation of 1901; 65 claims, making a total of \$9,850, chargeable to the appropriation of 1902, the entire number of claims paid during the year making a total of \$14,500.

From the above statistics it will appear that no portion of the appropriation of \$25,000 for the year 1903 was expended during that fiscal year. There were, however, under consideration at the close of the year 33 claims which, if allowed, will be payable from the appropriation of 1903. This number will be considerably augmented by claims to be filed for recent arrests which relate to offenses committed during the fiscal year 1903. When these claims for award have been adjusted and settled, their payment will consume a large proportion of the amount appropriated.

Attention is called to the fact that during the fiscal year 1903 sixty-five claims, amounting to \$9,850, were paid from the appropriation of 1902 (including 2 claims for \$600 each, 2 claims for \$400 each, 1 claim for \$350, and 2 claims for \$300 each); 15 claims, amounting to \$3,050, were paid from the appropriation of 1901 (including 1 claim for \$600 and 2 claims for \$400 each); 2 claims, amounting to \$1,100, were paid from the appropriation of 1900 (including 1 claim for \$1,000), and 1 claim for \$500 was paid from the appropriation for 1899.

The beneficial effects resulting from money expended on account of these rewards is apparent, and I respectfully recommend that the appropriation of \$25,000 be renewed.

Financial statement.

Division	Cash on hand July 1, 1902.	Cash collected.	Total cash.	Cash disbursed.	Balance on hand July 1, 1903.
Boston.....		\$26,060.42	\$26,060.42	\$26,060.42	\$80.00
Chattanooga.....	\$34.36	29,768.83	29,797.69	29,689.72	107.97
Chicago.....	6.87	33,711.83	33,717.70	33,717.70	
Cincinnati.....	1.59	18,346.91	18,348.50	18,346.44	2.06
Denver.....		15,923.34	15,923.34	15,908.78	14.61
Kansas City.....		32,092.84	32,092.84	32,092.84	
New Orleans.....	13.20	29,688.14	29,701.84	29,691.34	10.00
New York.....	5.00	17,721.87	17,726.87	17,726.87	
Philadelphia.....	12.16	22,979.28	22,991.44	22,925.29	66.15
St. Louis.....	1.10	23,591.39	23,592.49	23,592.49	
St. Paul.....	5.00	28,389.42	28,394.42	28,394.42	
San Francisco.....	37.00	3,806.71	3,845.71	3,797.71	48.00
San Juan.....		2,248.99	2,248.99	2,248.99	
Spokane.....	4.00	16,439.26	16,443.26	16,443.26	
Washington.....		20,967.93	20,967.93	20,964.93	8.00
Total.....	119.78	321,733.16	321,852.94	321,571.15	281.79

The above table shows, by divisions, the amounts of money collected or recovered and disbursed during the fiscal year 1903.

Adding to \$119.78, the amount of cash on hand at the close of the fiscal year 1902, the sum collected during the past year—\$321,733.16—the total to be accounted for is \$321,852.94. Of this amount, \$321,571.15 has been disbursed, leaving an unexpended balance of \$281.79 at the close of the year. This money represents collections of balances due from postmasters, penalties for violations, amounts recovered on account of fraudulent use of the mails, and collections of amounts illegally received by postmasters through false cancellations, as well as collections in cases of robberies of post-offices, wrecking of mail trains, highway robberies of mail stages, and moneys received on account of loss in the ordinary and registered mails attributable to carelessness, accident, or larceny.

On March 7, 1903, an investigation was ordered affecting the integrity of certain officials connected with the office of the Assistant Attorney-General for the Post-Office Department, the division of post-office supplies, the free-delivery system, and the division of salaries and allowances. The investigation begun at that time had not been concluded at the close of the fiscal year. More than 40 inspectors were detailed for this work.

In June irregularities connected with the contracts for printing money-order forms were disclosed and were investigated.

As a result of the investigation 17 officials were separated from the service by resignation or removal. Forty-four indictments were found and 31 persons arrested, 10 of whom had been connected with the postal service. A special report covering the details of this investigation has been submitted.

RECOMMENDATIONS.

It is recommended that special agents and route inspectors be hereafter designated rural agents.

That the provision of law that rural carriers shall not be prohibited from doing an express-package business be repealed.

That the maximum salary of rural carriers be increased to \$750 per annum for a route of 25 miles or more in length.

The act of June 13, 1898, providing that assistant postmasters, cashiers, and other employees in post-offices of the first, second, and third classes shall give bond direct to the United States, has not proven satisfactory in operation and has raised a number of legal questions, which, if decided in accordance with the contention of sureties and postmasters, may result in serious loss to the Government. Originally a postmaster was responsible under his bond for all moneys received, and it was his duty to account therefor, even if a loss was due to a subordinate. A vexatious question as to responsibility for losses has arisen since the act referred to became effective. If the postmaster makes good the loss there is no provision for him to succeed to the rights of the United States under the clerk's bond. If it should be judicially determined that the bonding of the clerk direct to the United States relieves the postmaster, the Government would have no recourse in the event the loss exceeded the amount of the bond. I therefore earnestly renew my recommendation that the act be repealed, and suggest a law be enacted requiring assistant postmasters, cashiers, and other employees to give bonds to postmasters direct and holding postmasters responsible under their own bonds for any and all acts and defaults occurring at their respective offices.

I further recommend:

That an appropriation be made for the purpose of constructing lookouts wherever, in the opinion of the Postmaster-General, the same may be needed.

That the interstate-commerce law be amended to prohibit common carriers—to wit, telegraph and express companies—or any of their employees from aiding and abetting in the green-goods or lottery swindles or any other scheme carried on partly by mail and partly by common carrier, and which is in violation of the postal laws.

Respectfully submitted.

J. L. BRISTOW,
Fourth Assistant Postmaster-General.

The POSTMASTER-GENERAL.

EXHIBIT A.—*Number and character of complaints (by States) upon which A cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1903.*

NATURE OF COMPLAINT.

States and Territories.	Loss.	Rifing or loss of contents.	Delay.	Wrong delivery.	Damage.	Total.
1	2	3	4	5	6	7
Alabama.....	93	124	6	9	6	238
Alaska.....	78	5	2	1		86
Arizona.....	54	7	3	2		66
Arkansas.....	126	158	11	5	28	327
California.....	113	39	12	19	6	189
Colorado.....	60	46	6	10	4	126
Connecticut.....	59	27	2	3	3	94
Delaware.....	2	5		2		9
District of Columbia.....	222	23	10	5	11	271
Florida.....	55	57	1	1	2	116
Georgia.....	86	106	2	12	3	209
Hawaii.....	15	3		1	1	20
Idaho.....	41	23	1		4	69
Illinois.....	238	190	17	37	17	559
Indiana.....	83	92	4	5	10	194
Indian Territory.....	62	71	2	4	4	143
Iowa.....	95	37	6	2	4	144
Kansas.....	46	49		2	10	107
Kentucky.....	109	112	3	5	11	240
Louisiana.....	140	164	6	7	8	315
Maine.....	35	21	1	1		58
Maryland.....	49	59	4	5	5	122
Massachusetts.....	107	45	3	12	6	178
Michigan.....	73	86	7	6	4	176
Minnesota.....	73	61	7	12	3	156
Mississippi.....	100	239	4	6	4	353
Missouri.....	585	148	36	28	27	824
Montana.....	47	49	7	6	4	113
Nebraska.....	40	22	3	5	2	72
Nevada.....	18	4			1	23
New Hampshire.....	24	6				30
New Jersey.....	64	55	1	7	2	129
New Mexico.....	34	16	2			52
New York.....	614	200	28	45	25	912
North Carolina.....	71	61	10	8	7	157
North Dakota.....	32	32	1	3	1	69
Ohio.....	217	121	6	13	5	362
Oklahoma.....	59	67	4	2	3	135
Oregon.....	50	15	5	5	6	81
Pennsylvania.....	287	192	22	15	11	527
Porto Rico.....	13	7	1	1		23
Rhode Island.....	14	11	2		1	28
South Carolina.....	49	46	4	1	4	104
South Dakota.....	24	19		2	2	47
Tennessee.....	163	76	12	5	8	264
Texas.....	212	166	11	17	8	414
Utah.....	13	10	1			24
Vermont.....	7	7				15
Virginia.....	109	140	3	6	9	267
Washington.....	115	46	9	9	4	183
West Virginia.....	112	107	4	2	2	227
Wisconsin.....	55	32	2	9	2	100
Wyoming.....	24	2	2	2	3	33
Total.....	5,325	3,496	297	365	292	9,775

Minnesota	74	2	2	1	4	13	1	1	6	2	14	6	5	12	6	126
Mississippi	176	22	2	10	3	169	2	2	18	8	9	1	1	12	5	405
Missouri	531	5	4	14	10	58	6	1	16	70	73	1	1	2	1	807
Montana	46	14	1	3	5	24	2	1	2	1	6	1	1	3	2	103
Nebraska	28	1	1	3	5	9	2	1	2	1	19	1	1	3	3	74
Nevada	8	1	1	1	1	1	1	1	1	1	3	1	1	1	1	15
New Hampshire	10	1	1	1	1	1	1	1	2	2	2	1	1	2	2	25
New Jersey	64	3	7	4	4	10	1	1	2	3	10	1	1	3	3	109
New Mexico	21	6	1	1	2	12	13	5	26	17	46	1	10	1	25	66
New York	395	6	6	25	18	42	13	1	4	6	14	1	1	1	10	641
North Carolina	78	3	7	1	3	20	2	1	4	1	17	1	1	1	3	173
North Dakota	83	3	1	1	2	7	1	1	4	4	12	1	1	1	1	87
Ohio	50	7	1	9	27	60	13	12	1	1	11	1	1	1	1	85
Oregon	129	10	1	7	14	14	21	4	5	3	36	1	1	1	8	270
Pennsylvania	178	12	7	27	14	42	7	4	10	1	1	1	1	1	14	373
Porto Rico	19	1	1	7	7	7	1	1	1	1	1	1	1	1	7	84
Rhode Island	41	8	1	1	1	90	3	2	1	1	10	1	1	1	3	84
South Carolina	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	116
South Dakota	128	11	12	2	4	98	6	6	3	4	26	1	1	1	3	293
Tennessee	116	88	9	16	9	41	13	9	4	5	38	1	1	1	12	338
Texas	139	1	1	1	1	5	1	1	1	1	1	1	1	1	4	183
Utah	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16
Vermont	180	24	1	23	7	53	22	1	3	5	1	1	1	1	5	348
Virginia	180	22	1	23	9	11	1	1	2	2	14	1	1	1	11	338
Washington	60	1	4	23	5	44	2	14	2	3	24	1	2	1	4	153
West Virginia	100	1	4	23	5	44	2	14	2	3	19	1	1	1	7	203
Wisconsin	100	4	2	2	3	8	1	1	1	1	6	1	1	1	3	263
Wyoming	16	1	1	1	1	2	1	1	1	1	6	1	1	1	1	32
Total	4,798	479	140	403	281	1,457	219	98	52	5	721	172	186	60	346	9,425

EXHIBIT C.—*Financial statement relating to cases (Class A) investigated and returned to the Department during the fiscal year ended June 30, 1903.*

States and Territories.	Cases in which no financial loss occurred.	Cases in which amount of financial loss was recovered and paid to owner through—					Cases in which no recovery was made.	Total.
		Chief post-office inspector.	Inspectors in field.	Dead-Letter Office.	Postmasters.	Indemnity.		
1	2	3	4	5	6	7	8	9
Alabama.....	141	27	36	24	13	8	49	298
Alaska.....	42	2						44
Arizona.....	41	6	3		1	1	1	53
Arkansas.....	142	26	89	8	5	38	16	323
California.....	143	10	9	2	5	14	14	197
Colorado.....	82	12	25	1	3		11	134
Connecticut.....	81	6	1		2	3	10	103
Delaware.....	5	4	2			10	1	22
District of Columbia.....	191	69		2	3		20	285
Florida.....	73	7	13	9	10	2	15	129
Georgia.....	142	44	39	19	12	13	28	297
Hawaii.....	20		1			16	1	38
Idaho.....	42	9	3	2		3	9	68
Illinois.....	444	54	16	7	38	8	43	606
Indiana.....	114	17	11	2	33	4	12	193
Indian Territory.....	77	19	44	1	8	8	8	160
Iowa.....	111	9	10	3	5	3	9	150
Kansas.....	62	6	32	1	1	3	4	109
Kentucky.....	148	24	11	1	42	8	28	262
Louisiana.....	217	26	52	3	6	18	31	353
Maine.....	47	7	1	1		5	2	63
Maryland.....	59	21	23	2	2	12	9	128
Massachusetts.....	105	41	4	2		8	8	168
Michigan.....	97	12	12	4	19	4	16	164
Minnesota.....	99	8	12		4	4	1	128
Mississippi.....	184	23	129	8	6	3	23	376
Missouri.....	652	46	48	7	4	13	24	794
Montana.....	64	19	7	5	7	1	3	106
Nebraska.....	52	8	3		10	2	1	76
Nevada.....	13	1	1			2	1	18
New Hampshire.....	14	3				1	4	22
New Jersey.....	76	7	1	1	8	8	10	111
New Mexico.....	38	4	8	1	1			52
New York.....	465	74	17	1	17	23	51	648
North Carolina.....	110	22	19		2	19	25	197
North Dakota.....	43	1	7		1			52
Ohio.....	135	31	22	2	34	11	14	249
Oklahoma.....	97	36	10	1		2	9	157
Oregon.....	70	8	1		2	1	2	84
Pennsylvania.....	211	53	24	3	20	29	24	364
Porto Rico.....	24					1	8	33
Rhode Island.....	11	8	5				4	28
South Carolina.....	60	14	19	7	4	6	7	117
South Dakota.....	37	4	2		3		2	48
Tennessee.....	146	29	14	6	12	11	26	244
Texas.....	181	55	33		7	19	29	324
Utah.....	21	2	1		1	2	5	32
Vermont.....	11	4	3			1	1	20
Virginia.....	134	61	43	3	4	36	25	306
Washington.....	112	19	11	1	1	3	3	150
West Virginia.....	132	20	22	1	18	16	8	217
Wisconsin.....	64	11	7			4	4	90
Wyoming.....	28	3			3	2		36
Total.....	5,910	1,031	906	141	369	409	659	9,425

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Pack-ages.	Total number of complaints received.
Alabama	422	354	68	177	599
Alaska	9	8	1	9	18
Arizona	78	60	18	60	138
Arkansas	212	157	55	135	347
California	1,187	864	273	1,187	2,324
Colorado	522	401	121	466	988
Connecticut	749	618	131	451	1,200
Delaware	206	159	47	63	269
District of Columbia	1,082	706	356	652	1,714
Florida	322	224	98	217	539
Georgia	564	437	127	446	1,010
Hawaii	36	20	16	23	59
Idaho	50	36	14	28	78
Illinois	4,447	3,285	1,162	14,407	18,854
Indiana	1,015	850	165	749	1,764
Indian Territory	120	103	17	44	164
Iowa	579	473	106	509	1,088
Kansas	482	357	75	348	780
Kentucky	722	561	161	821	1,543
Louisiana	509	395	114	408	917
Maine	898	327	71	198	596
Maryland	1,816	1,010	306	852	2,168
Massachusetts	3,752	3,311	441	3,993	7,745
Michigan	1,214	993	221	1,374	2,588
Minnesota	992	856	136	900	1,892
Mississippi	266	216	50	127	393
Missouri	1,969	1,604	365	3,209	5,178
Montana	145	114	31	101	246
Nebraska	363	292	71	481	844
Nevada	20	15	5	16	36
New Hampshire	220	185	35	108	328
New Jersey	2,656	1,971	685	1,394	4,060
New Mexico	69	48	21	41	110
New York	13,764	9,119	4,645	11,684	25,448
North Carolina	386	300	86	243	629
North Dakota	110	93	17	75	185
Ohio	2,885	2,324	561	2,599	5,484
Oklahoma	154	128	26	91	245
Oregon	129	106	23	195	324
Pennsylvania	6,220	5,042	1,178	4,423	10,643
Porto Rico	90	63	22	39	129
Rhode Island	596	469	128	622	1,218
South Carolina	253	191	62	167	420
South Dakota	101	89	12	90	191
Tennessee	541	437	104	417	958
Texas	841	687	154	607	1,448
Utah	79	63	16	41	120
Vermont	202	178	24	113	316
Virginia	916	701	215	511	1,427
Washington	318	254	64	256	576
West Virginia	284	231	53	454	738
Wisconsin	692	532	110	509	1,201
Wyoming	48	40	8	16	64
Total	55,182	42,111	13,071	57,148	112,330

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
Alabama.....	100	46	65	1	.....	387
Alaska.....	1	9	.....	.....	.....	8
Arizona.....	46	22	23	1	.....	46
Arkansas.....	91	42	19	.....	1	194
California.....	923	307	139	15	3	937
Colorado.....	334	228	193	1	2	230
Connecticut.....	253	75	238	.....	8	631
Delaware.....	48	41	42	.....	.....	138
District of Columbia.....	245	377	327	.....	4	761
Florida.....	59	71	85	1	2	321
Georgia.....	172	108	118	1	6	606
Hawaii.....	16	18	.....	.....	1	24
Idaho.....	19	19	2	.....	.....	38
Illinois.....	2,392	8,095	9,629	3	7	3,728
Indiana.....	521	296	299	1	2	645
Indian Territory.....	46	43	14	1	.....	55
Iowa.....	127	80	127	.....	2	752
Kansas.....	191	157	19	.....	1	412
Kentucky.....	421	248	250	.....	1	623
Louisiana.....	160	196	161	4	1	396
Maine.....	124	45	97	.....	5	325
Maryland.....	1,530	403	414	2	14	1,006
Massachusetts.....	1,242	573	1,665	2	11	4,252
Michigan.....	360	335	361	2	3	927
Minnesota.....	294	461	323	66	.....	748
Mississippi.....	62	116	61	1	10	143
Missouri.....	1,016	478	287	1	2	3,394
Montana.....	29	64	5	.....	.....	148
Nebraska.....	193	151	7	.....	1	492
Nevada.....	14	8	3	.....	.....	11
New Hampshire.....	89	28	44	1	3	163
New Jersey.....	365	294	1,040	.....	2	2,349
New Mexico.....	28	33	8	1	.....	40
New York.....	2,360	2,252	10,768	7	25	10,036
North Carolina.....	116	113	129	.....	5	266
North Dakota.....	24	48	10	2	.....	101
Ohio.....	1,643	809	917	3	118	1,994
Oklahoma.....	65	40	12	.....	2	126
Oregon.....	67	81	11	.....	1	164
Pennsylvania.....	474	976	2,799	3	18	6,373
Porto Rico.....	14	42	36	.....	.....	37
Rhode Island.....	221	65	258	.....	1	673
South Carolina.....	69	40	46	.....	.....	265
South Dakota.....	41	51	6	.....	1	92
Tennessee.....	115	123	114	4	1	601
Texas.....	239	337	249	2	15	606
Utah.....	60	19	13	.....	.....	28
Vermont.....	74	24	55	.....	.....	162
Virginia.....	212	251	221	2	3	738
Washington.....	120	185	7	1	3	260
West Virginia.....	109	121	154	.....	3	351
Wisconsin.....	168	121	159	.....	.....	753
Wyoming.....	24	18	3	.....	5	14
Total.....	16,526	14,188	32,632	129	288	48,567

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases, Class C, referred to post-office inspectors for investigation during the fiscal year ended June 30, 1903.*

Nature of cases.	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Fourth Assistant Postmaster-General.		Assistant Attorney-General.	Auditor for the Post-Office Department.	Total number of each class of cases.
				Appointment division.	Chief post-office inspector.			
Complaints and charges against postmasters and employees of post-offices	378	86	235	1,164	2,017		91	3,971
Charges against rural free-delivery carriers	12		2	12	36			62
Establishment of post-offices and stations	1			152	15		1	169
Discontinuance of post-offices and stations	1		4	17	36			58
Allowances for post-offices	94	1		17	34			146
Location, change of site, name, etc., of post-offices	108			180	14			262
Appointment of postmasters	4			29	17		1	51
Establishment, discontinuance, and investigations of free-delivery service	107			57	19	1		184
Mail-messenger service		3			7		1	11
Lease of post-offices	91				2			93
Routes, establishment, discontinuance, and change of service				1	25			26
Routes, charges against contractors, carriers, etc.		6	1		49		3	56
Mail locks and keys, loss of, etc.	2	1			5			8
Charges against railway postal clerks	1	6			29			36
Collections of balances due United States	4		1	1	7		119	132
Collections and investigations of money-order business, collections of funds, forwarding statements, etc.	15		1		20		163	199
Wrong payment of money orders	186			1	174		6	367
Establishment and discontinuance of money-order service	4				19			23
Box rents and key-deposit funds	20			1	6			26
Second-class rates	5	1	33	1	13			58
Sections 329, 1573, and 555	3	2	381	16	271		8	676
Section 484		2	6	2	256		40	306
Section 499	2		1		67	7	8	85
Sections 497, 498	153	3		2	1,669			1,827
Section 1617	59	4	9	13	2,786	40	31	2,942
Section 512			1	2	35			38
Section 266					5			17
Sections 1136, 1141	16	52	4	5	77			154
Sections 1622, 1623	2	2		2	43			49
Section 1588	52	1	1	4	167		15	240
Section 1604	1			8	123			132
Section 1605	26	27	5	210	792		1	1,061
Sections 1609, 1610	16	14	1	16	453	1	1	502
Section 1576			85	27	15		12	139
Sections 1583, 1584, 1585	5		2	8	488			503
Miscellaneous investigations and complaints	161	81	157	169	1,352		71	1,991
Total	1,529	292	930	2,071	11,150	49	567	16,588

EXHIBIT F.—*Disposition, by office of chief post-office inspector, of miscellaneous cases (Class C) reported upon by post-office inspectors during the fiscal year ended June 30, 1903.*

Number relating to office of and referred to—	
First Assistant Postmaster-General	1,464
Second Assistant Postmaster-General	280
Third Assistant Postmaster-General	762
Fourth Assistant Postmaster-General	2,567
Assistant Attorney-General	211
Auditor of the Treasury for the Post-Office Department	514
Relating to division of post-office inspectors and mail depredations, and filed	8,294
Report of the inspection of post-office referred to the several bureaus of the Department	13,773
Total	27,865

EXHIBIT G.—*Recapitulation.*

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1903	16,588
Cases on hand July 1, 1902, referred for investigation during previous years	25,351
Total to be accounted for	41,939
Cases reported upon and finally closed during the fiscal year ended June 30, 1903	27,865
Cases remaining in hands of inspectors July 1, 1903	14,074

EXHIBIT H.—Statement of complaints received and result of investigation of such complaints,
Class D, special depredations.

COMPLAINTS RECEIVED.

States and Territories.	Post-offices.		Outside persons railway post-office service, star routes, rural free-delivery routes, screen-wagon service—Robbery.	Mail trains—Wreck.	Mail pouches—Loss, damage, rifling, failure to recover.	Letter boxes, rural free-delivery and street—Damage or rifling.	Mail locks and keys—Loss.	Miscellaneous.	Total.
	Robbery.	Destruction by fire.							
1	2	3	4	5	6	7	8	9	10
Alabama	43	13	10	3	40	16	5	5	135
Alaska	1	1			2				4
Arizona	6	2		2	6				16
Arkansas	45	16	3	2	59	3	6	5	139
California	33	22	5		23	12	10	5	116
Colorado	23	6	3	2	21	2	4		61
Connecticut	14	7			28	6	3		56
Delaware	2	1			4	1			8
District of Columbia	1				15	2		6	24
Florida	15	11	2		12	1	3	3	47
Georgia	71	21	4	3	25	21	9	4	158
Hawaii	1				3		5	2	11
Idaho	7	4	2	1	13	1	5	1	34
Illinois	87	18	5	3	109	64	15	6	307
Indiana	61	5	3	1	76	45	8	4	203
Indian Territory	27	10	3		22				62
Iowa	27	25	1	1	47	41	12	3	157
Kansas	71	14	2	5	49	30	10	1	182
Kentucky	73	18	5	1	28	24	3	2	154
Louisiana	15	8	1	1	40	4	11	3	83
Maine	11	11			25	4	3		55
Maryland	10	7			14	23	2		56
Massachusetts	37	4	1	1	89	11	5	3	151
Michigan	26	8	1		77	36	6		164
Minnesota	21	18	3	1	38	29	7	2	119
Mississippi	31	22	2		33	7	5		100
Missouri	90	28	5	5	147	37	20	6	338
Montana	5	5	3	3	32	6			54
Nebraska	18	7	1		23	20	5	1	70
Nevada					2		1		3
New Hampshire	16	6			14	6	2		44
New Jersey	50	4	3		17	13	3		90
New Mexico	4	1			12	1		1	19
New York	85	26	9	3	204	41	19	11	398
North Carolina	28	18	1	1	34	25	4	2	113
North Dakota	13	7	1		13	2	2	1	89
Ohio	64	8	1	6	92	52	15	5	242
Oklahoma	30	15			27	6		2	80
Oregon	12	7		2	11	11	2		51
Pennsylvania	157	32	9		63	44	6	5	316
Porto Rico	2				3				5
Rhode Island	10				6	1			17
South Carolina	35	15	2	4	15	17	6	3	97
South Dakota	10	4	1		8	2	1		26
Tennessee	44	14	3	4	46	40	7	3	161
Texas	69	30	6	8	85	21	6	6	231
Utah	7	1	1	1	2	3		2	17
Vermont	10	1		2	8	7	1	1	30
Virginia	33	19	3		41	21	4	6	127
Washington	22	10	2		47	6	2	10	99
West Virginia	36	11	2	4	40	5	2	1	101
Wisconsin	35	14	1	2	28	31	7		118
Wyoming	4	2	1		8	2	1	2	20
Total	1,643	557	117	71	1,981	803	253	128	5,496

EXHIBIT H.—Statement of complaints received and result of investigation of such complaints, Class D, special depredations—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

States and Territories.	No irreg- ularity.	Losses chargeable to—				Total.	Cases still in hands of inspectors for investi- gation.
		Postal em- ployees.	Outside persons.	Acci- dents.	Persons and causes un- known.		
1	2	3	4	5	6	7	8
Alabama.....	3	17	41	23	14	98	72
Alaska.....	1		1			2	5
Arizona.....		2	6	2	4	14	6
Arkansas.....	5	18	35	30	26	114	65
California.....	3	15	36	38	15	107	27
Colorado.....	2	9	23	11	8	53	11
Connecticut.....	4	8	22	23	8	65	12
Delaware.....		1	2	3	1	7	2
District of Columbia.....	1	14	3	3	3	24	6
Florida.....	3	9	19	14	7	52	25
Georgia.....	5	14	92	23	36	170	35
Hawaii.....		2	1			3	6
Idaho.....	1	11	7		4	31	12
Illinois.....	14	42	121	69	61	307	88
Indiana.....	1	22	97	43	30	193	45
Indian Territory.....	1	9	25	11	11	57	36
Iowa.....	3	30	48	22	24	127	51
Kansas.....	4	13	56	24	28	125	119
Kentucky.....	6	10	73	31	45	170	54
Louisiana.....	4	15	25	23	13	81	15
Maine.....		8	22	26	6	62	20
Maryland.....	1	2	20	11	20	54	17
Massachusetts.....	2	20	44	62	20	148	24
Michigan.....	4	11	49	53	24	141	50
Minnesota.....	2	13	43	23	22	103	51
Mississippi.....	3	11	25	37	9	85	23
Missouri.....	9	43	74	62	41	229	225
Montana.....	4	15	13	7	5	44	17
Nebraska.....	5	13	18	9	11	56	19
Nevada.....		1	1	1		3	1
New Hampshire.....	1	3	13	15	7	44	4
New Jersey.....	3	6	52	10	15	86	26
New Mexico.....		4	6	3	4	17	13
New York.....	12	74	92	106	46	330	147
North Carolina.....	5	13	48	26	26	118	31
North Dakota.....	6	6	9	9	2	26	22
Ohio.....	5	38	86	41	55	225	100
Oklahoma.....	3	14	38	18	21	94	39
Oregon.....	1	10	24	10	5	50	20
Pennsylvania.....	7	21	145	40	41	254	141
Porto Rico.....		3	2			5	
Rhode Island.....		3	8	3	1	15	2
South Carolina.....		7	25	17	9	59	67
South Dakota.....		3	11	3	3	20	7
Tennessee.....	5	17	55	28	26	131	87
Texas.....	6	37	92	49	41	219	55
Utah.....		2	7	3	2	14	10
Vermont.....		2	12	8	1	23	12
Virginia.....	3	13	43	44	22	125	51
Washington.....	4	19	21	21	12	77	53
West Virginia.....	5	15	43	21	21	105	25
Wisconsin.....	3	9	55	34	14	115	34
Wyoming.....	1	3	4	4		12	12
Total.....	155	720	1,951	1,199	870	4,895	2,096

EXHIBIT I.—Statement showing number, classification, and disposition of cases of arrests

State or Territory where arrested.	Subject to jurisdiction of United States courts.									
	Class of offenders.									Total.
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway postal clerks.	Letter carriers.	Mail carriers.	Other employees.	Burglars.	All others for various offenses.	
1	2	3	4	5	6	7	8	9	10	11
Alabama	2	1	.....	1	.....	6	3	10	17	40
Alaska .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona .....	.....	.....	.....	.....	.....	.....	.....	5	2	7
Arkansas	2	1	.....	.....	.....	1	.....	6	14	24
California	1	.....	2	.....	.....	.....	.....	6	22	30
Colorado .....	.....	.....	.....	.....	1	.....	.....	10	23	34
Connecticut .....	.....	1	2	.....	.....	.....	.....	4	8	15
Delaware .....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
District of Columbia .....	.....	.....	1	.....	1	.....	5	.....	12	19
Florida	2	.....	1	.....	1	1	.....	8	27	40
Georgia	2	.....	1	.....	.....	1	2	15	33	54
Idaho .....	.....	.....	.....	.....	.....	.....	.....	2	7	9
Illinois	2	.....	3	.....	2	.....	.....	17	122	145
Indiana	1	.....	2	.....	2	.....	.....	11	42	58
Indian Territory	10	2	.....	.....	.....	.....	.....	10	11	33
Iowa .....	.....	.....	1	.....	3	.....	.....	.....	17	21
Kansas .....	.....	1	1	1	.....	.....	.....	10	9	23
Kentucky	7	4	.....	.....	2	1	.....	10	28	52
Louisiana .....	.....	.....	1	.....	1	.....	1	8	28	39
Maine .....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Maryland	1	.....	1	.....	1	1	1	.....	19	24
Massachusetts .....	.....	.....	5	.....	2	.....	6	3	24	40
Michigan	3	.....	2	.....	3	.....	.....	4	40	52
Minnesota	2	.....	1	.....	1	.....	.....	3	41	48
Mississippi	5	.....	1	.....	.....	2	.....	4	23	35
Missouri	4	.....	3	3	.....	5	.....	15	71	101
Montana .....	.....	2	.....	.....	.....	.....	.....	4	10	16
Nebraska	2	1	2	.....	1	1	.....	1	8	16
Nevada .....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
New Hampshire .....	.....	.....	1	.....	.....	.....	.....	2	7	10
New Jersey .....	.....	.....	3	.....	1	1	2	6	19	32
New Mexico	3	.....	.....	.....	.....	.....	.....	.....	2	5
New York	4	1	6	2	10	.....	3	7	85	118
North Carolina	14	2	.....	.....	.....	1	2	2	15	36
North Dakota	2	1	.....	.....	.....	.....	.....	2	1	6
Ohio	6	3	3	.....	.....	.....	1	9	72	98
Oklahoma	3	1	1	.....	.....	1	.....	5	18	24
Oregon	1	.....	.....	.....	.....	.....	1	8	9	19
Pennsylvania	3	2	8	.....	5	2	2	14	61	97
Rhode Island	1	.....	1	.....	.....	.....	1	.....	3	6
South Carolina	1	.....	1	1	.....	1	.....	15	7	26
South Dakota	1	.....	.....	.....	.....	.....	.....	2	9	12
Tennessee	2	2	2	.....	1	4	1	5	15	32
Texas	6	1	1	1	1	2	1	10	50	73
Utah	1	.....	.....	.....	.....	.....	.....	6	5	12
Vermont	4	1	.....	.....	1	1	.....	.....	6	18
Virginia	3	.....	3	.....	.....	4	.....	3	14	27
Washington	1	.....	.....	.....	.....	.....	.....	1	21	23
West Virginia	1	1	.....	.....	1	1	.....	7	19	30
Wisconsin .....	.....	1	1	.....	1	.....	1	1	23	28
Wyoming .....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Hawaii .....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Porto Rico	5	.....	.....	.....	.....	.....	.....	.....	10	15
Total	107	27	65	9	44	37	33	269	1,132	1,723

NOTE.—In addition to the foregoing table, indictments were found and capias issued for the arrest of 102 persons for violations of the postal laws of the United States.

made by post-office inspectors and others during the fiscal year ended June 30, 1903.

Subject to jurisdiction of United States courts.												State courts.								Grand total in each State.
Disposition of cases.												Offenders.			Disposition of cases.					
Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	GUILTY: sentence suspended.	Died awaiting trial.	Forfeited bail.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.	Total.	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	Total.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30...		
2	1	1	1	5	10	21	40	4	4	7	24	1	2	2	2	3	4	44		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7		
3	1	4	1	1	5	12	34	3	3	30	1	3	3	3	3	1	2	28		
3	2	3	1	1	6	12	8	9	8	34	3	3	3	3	3	1	3	37		
1	1	1	1	1	1	1	1	1	1	15	1	1	1	1	1	1	1	15		
2	1	2	2	1	2	2	2	2	12	3	1	1	1	1	1	1	1	8		
2	1	1	1	1	12	12	21	8	19	8	1	1	1	1	1	1	1	19		
8	3	4	1	3	40	54	6	9	19	9	6	7	5	5	5	5	5	40		
6	4	8	14	1	8	1	2	64	47	146	1	7	7	1	6	7	7	59		
3	1	2	9	1	5	21	17	58	33	1	1	1	1	1	1	1	1	158		
1	1	1	2	2	2	7	8	8	19	1	1	1	1	1	1	1	1	59		
6	6	2	4	1	1	12	16	16	39	2	2	2	2	2	2	2	2	84		
4	1	1	1	5	12	2	24	2	24	40	2	1	3	2	2	1	1	22		
1	1	1	1	1	1	1	1	1	1	21	7	2	2	1	1	1	1	24		
6	3	2	2	6	8	3	3	51	33	101	8	3	3	3	2	3	3	54		
4	1	1	1	1	1	1	1	1	1	16	1	4	4	4	4	4	4	40		
1	1	1	10	2	1	1	1	1	1	2	2	1	1	1	1	1	1	5		
3	2	4	2	2	2	2	2	20	5	52	2	2	2	2	2	1	1	25		
3	2	2	1	1	1	1	1	21	17	48	2	2	2	1	1	1	1	48		
1	1	1	1	1	6	8	14	35	8	35	7	7	7	1	2	4	7	50		
6	3	1	2	3	3	2	2	61	33	101	8	3	3	1	2	3	3	104		
7	1	1	1	2	2	2	2	10	3	16	1	1	1	1	1	1	1	17		
1	3	2	2	8	1	1	6	6	1	2	3	3	6	3	3	3	6	10		
18	1	5	8	1	2	4	38	2	40	5	10	16	26	22	3	1	26	38		
3	4	2	1	1	1	1	15	10	36	2	2	2	4	4	4	4	4	5		
1	1	1	1	1	1	1	1	1	1	1	8	3	3	3	3	3	3	9		
6	3	6	4	2	8	48	16	19	24	33	1	1	1	1	1	1	1	98		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	25		
8	5	1	4	2	5	45	30	97	10	2	12	11	1	1	1	1	1	28		
6	1	1	2	1	1	1	1	1	1	2	1	1	1	1	1	1	1	109		
4	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6		
3	5	1	2	1	1	1	1	1	1	1	3	4	7	2	4	1	7	27		
3	3	3	2	1	1	1	1	1	1	32	11	3	14	2	8	4	14	12		
2	2	1	2	1	1	1	1	1	1	12	2	2	2	2	2	2	2	39		
1	1	1	1	1	1	1	1	1	1	13	1	1	1	1	1	1	1	87		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	29		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	30		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	32		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3		
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
133	67	62	3	92	8	10	100	678	570	1,723	78	68	141	79	27	35	141	1,864		



REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY AND TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1903.

REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 15, 1903.

SIR: In compliance with law I have the honor to present the annual report of the operations of this Bureau and the financial transactions of the Post-Office Department during the fiscal year ended June 30, 1903, constituting my seventh and last annual report, since my resignation has been tendered and accepted, to take effect when a successor is appointed.

The organization of the Bureau at this date is as follows:

Auditor.—Henry A. Castle, Minnesota.
Deputy auditor.—Nolen L. Chew, Indiana.
Deputy auditor.—Harrison Allen, North Dakota.
Chief clerk.—John B. Sleman, Illinois.
Law clerk.—David H. Fenton, Indiana.
Disbursing clerk.—Benjamin W. Holman, Wisconsin.
Pay division.—Chief, Andrew M. McBath, Tennessee.
Bookkeeping division.—Chief, David W. Duncan, Pennsylvania.
Collecting division.—Chief, Arthur Clements, Maryland.
Foreign division.—Chief, Daniel N. Burbank, New York.
Recording division.—Chief, W. Scott Belden, Iowa.
Inspecting division.—Chief, Bennett A. Allen, Kansas.
Assorting and checking division.—Chief, Milton M. Holland, Ohio.

Recent occurrences have directed public attention to postal affairs and justify renewed demands for an adequate appreciation of the importance of the accounting system. The postal service is a phase of state socialism; a business enterprise conducted under Government auspices and, unlike other governmental operations, earning money as well as spending it—having receipts nearly equal to its disbursements. For the first time in our history the financial transactions of the service have, in the year under review, aggregated over one thousand millions. It has grown to be the greatest business enterprise in the world. The Auditor's Office adjusts and settles all these accounts, reaching every branch and feature of the vast system.

A COMPLICATED AND CONTRADICTIONARY STATUS.

This Bureau is the field of operation for many complicated and sometimes contradictory spheres of duty and responsibility.

In theory the functions of the Office are quasi judicial, but in practice the duties of the Auditor are almost wholly executive, since more than 450 of the 600 employees exercise the powers nominally vested in the head of the Bureau. An average of 2,000 accounts are settled every working day in the year which are never brought to the Auditor's personal notice.

Theoretically, the position is held to be independent of the Post-Office Department, but in fact, as the law has been concisely interpreted, "the Auditor is the officer of both the Treasury and the Post-Office Department, having privy of official relation with both." (Attorney-General Cushing, Opinions, Vol. VII, p. 444.)

Ostensibly the Auditor for the Post-Office Department has more power than any of the other Auditors, since the Comptroller of the Treasury only reviews his settlements in rare and exceptional cases; but in reality, as to certain vital points of effective accounting, he is shorn of important prerogatives through the provision of law which permits the Postmaster-General, contrary to the practice in all the other Departments, to prescribe "the form of keeping and rendering all the accounts" relating to this service.

Presumptively there is a "double audit" of all governmental receipts and disbursements; but, literally, under existing law and conditions, 90 per cent of the postal transactions can have no examination whatever in the Post-Office Department. The accounts come direct from the postmasters to the Auditor's Office, where, except for the fragmentary reviews recently introduced and described in my last annual report, they are never reexamined. Less than \$150,000,000, of the \$1,000,000,000 annual transactions can have the shadow of a "double audit."

As to matters which receive a preliminary administrative examination, it is a fundamental axiom of correct accounting that "the Auditor is entitled to all the information possessed by the Department when the account was approved," but as to claims for railway mail transportation, aggregating about \$40,000,000 a year, the Auditor must rely wholly on the bald statement of the departmental authorities that the amounts certified are due and payable.

MAGNITUDE AND RAPID GROWTH OF THE WORK OF THE BUREAU.

The enormous volume of aggregate transactions and the rapid growth of all branches of the service continue to be controlling elements in the situation. Each year the increase surpasses previous estimates. This growth of business involves at most points a corresponding increase in the work of the accounting bureau. The items which make up the sum total of transactions during the fiscal year are as follows:

Revenues of the postal service	\$134, 224, 443. 24
Expenditures of the postal service	138, 784, 487. 97
Total amount of money orders issued	388, 865, 583. 46
Total amount of money orders paid	364, 856, 893. 29
Aggregate	1, 026, 731, 407. 96

Postal revenues are mostly derived from the sales of postage stamps, cards, and wrappers devoted to the prepayment of postage. Ledger accounts of these revenues, as well as of all credits for services, disbursements, etc., must be kept in this Office with each of the 74,031

postmasters in commission. The 46,000,000 domestic money orders annually issued average about \$8 in amount. Debit and credit for the issue and payment of each order must be carefully audited and ledger accounts kept with each of the 34,923 postmasters now authorized to sell and pay the same. Each paid order finally reaches the Auditor's Office as a voucher, where it must be handled at least five times and checked twice against the postmaster's account, before it can be accepted as correct and posted in money-order ledgers. All other disbursements of the service, including nearly \$50,000,000 paid annually for transportation of the mails, must likewise be audited and settled by the employees of this Bureau.

During the six years' term of service of the present Auditor there has been an actual increase in these financial transactions which would be incredible if not authenticated by the official record. The following is a statement of the respective aggregates:

Financial transactions for year ended June 30, 1903.....	\$1, 026, 731, 407. 86
Financial transactions for year ended June 30, 1897.....	544, 931, 560. 68
Increase.....	481, 799, 847. 28

This enormous increment of business, amounting to 88 per cent in six years, has involved an actual increase in the work of the Bureau which has been carefully estimated at 60 per cent. The increase of force available to take care of this augmented business has only been 23 per cent. On June 30, 1897, the Bureau had 487 employees; it now has 600. The added labor manifestly devolved upon the Office, since the work in all the divisions is substantially in the same condition as to being current that it was six years ago, has been taken care of only by greater efficiency in the performance of work and a much heavier strain on the individual workers. It is clear to those responsible for the success of the administration that the limit in both these directions has been reached, and that the work of the Office, which is morally certain to expand with an augmenting ratio during the years immediately ensuing, can only be performed by a largely increased clerical force.

WHAT THE INCREASED BUSINESS INVOLVES.

The phenomenal growth of the postal service, in so far as it is a faithful index of continuing prosperity and advancing civilization, is a matter for national felicitation. But unless precautionary measures keep pace with it this growth involves added perils in equivalent proportion. Correct accounting is as important as honest administration. If the former be wanting temptations to dishonesty are multiplied. If the revelations of the past few months show lack of administrative integrity, one obvious remedy is to cure the defects in accounting methods which make infinitely greater abuses than any yet disclosed not only possible but safe. There can be no more urgent requirement of this Bureau than that it be placed by additions to its corps of expert employees and by needed legislative enactments in a position to more adequately meet the present and future demands upon it.

The Treasury Department is unjustly held accountable by ill-advised public opinion for many features of executive dereliction in the postal service over which it can have no control. But there are just and reasonable responsibilities which it can not evade except on the plea of lack of clerical force or lack of legal power. After pointing out these deficiencies and asking to have them cured, responsibility for subse-

quent trouble rests with the legislative branch, which alone can give relief. It will be the principal aim of this report to state clearly the needs of the office now pressing for consideration, and absolutely indispensable if its operations are to be effective for their intended purpose of securing prompt accountability for public funds and a strict enforcement of the law. These needs group themselves under three distinct heads, each of which will be given brief presentation followed by specific recommendations. These are:

(1) Increase of clerical force required to take care of the natural growth of work on the present basis during the current fiscal year and the next ensuing.

(2) Increase of clerical force necessary to take up vitally important work never assumed by the Bureau, though often recommended and essential to even an approximately safe audit of postal receipts and disbursements now aggregating more than one thousand million dollars a year.

(3) Amendments to the law or changes in departmental practice which experience shows to be urgently demanded.

PRESENT NECESSITIES AND NATURAL GROWTH.

The 600 employees of this Bureau, according to the report of the chief clerk, dated September 30, 1903, were employed in each division and on the general office roll, as follows:

Office roll (including 25 laborers and charwomen).....	42
Bookkeeping division.....	91
Pay division.....	40
Collecting division.....	31
Recording division.....	98
Inspecting division.....	131
Assorting and checking division.....	143
Foreign division.....	20
Details and vacancies.....	4
Total.....	600

In addition to the above there were 29 employees detailed from other bureaus of the Treasury Department and actively employed in the duties of this Office. Most of these details were made early in September in response to an urgent call for additional help in the assorting and checking division, where the work was rapidly getting in arrears. In the recording division many clerks worked at night during September in order to bring up the posting, so that there might be no delay in making necessary tabulations for this annual report. It is evident, therefore, that the present force is at least 40 below the actual present requirements, since, in spite of these 29 details and of the night work done, we are scarcely able to keep matters current in several of the divisions.

The following statements, compiled from the reports of the chiefs of the several divisions, set forth the necessities thereof for the present volume of business and estimated natural increase to include the fiscal year ending June 30, 1905, for which estimates are now being made.

In the bookkeeping division, if no new work is undertaken, the natural growth along present lines will require 3 additional clerks. This growth will affect responsible desks connected with the settlement of accounts at Presidential post-offices.

In the collecting division 4 additional clerks will be needed to perform the work in a satisfactory manner and provide for accretions to June 30, 1905.

In the foreign division 1 additional clerk will be required for estimated increase.

In the inspecting division there is now a deficiency of 3 clerks. Basing a conservative estimate of additional business to June 30, 1905, on the percentage maintained during the past year, it is found that in order to keep this important work current and provide for the increase certain to occur through the rapid growth of the money-order system 23 new employees will be required, a total of 26 for this division.

In the recording division it is evident that the present force is insufficient, since, notwithstanding many clerks have worked overtime, it has been unable to finish the quarterly reports by the last day of each quarter, as should always be done. The sections of money-order registers have grown materially during the past year by the establishment of many new money-order offices, and that extension of service will continue indefinitely in the future. To provide for present needs and to handle the inevitable increase to the close of the fiscal year 1905 will require a total addition of 20 employees in this division. The chief of division says: "The foregoing estimate is based upon years of statistics, and I believe the additional force requested is the very least possible for proper conduct of this division." The number of money-order offices increased 3,243, or more than 10 per cent, during the year ended June 30, 1903. This involved opening and carrying on a new ledger account in this division with each of these postmasters.

In the assorting and checking division where, as above stated, nearly 30 persons detailed from other bureaus are now employed, and yet the work is with great difficulty kept from falling in arrears, there is manifest necessity for that additional force immediately. The estimated increase of work for the fiscal year ending June 30, 1905, as given by the chief of division, would require, including the present addition just noted, 99 more employees than constitute the regular force of the division at this time. Every addition to the number of domestic money orders issued in the United States brings precisely corresponding addition to the work of this division, since it is here that each of these money orders is handled many times, including the checking by account of issuing postmaster and filing in the archives for preservation for seven years, as required by law. The following table shows the number of domestic money orders issued each year since 1900, with the percentage of increase extended to 1905, on an estimated ratio of expansion such as has prevailed in the recent past:

Year.	Domestic money orders issued.	Increase.	Per cent.
1900.....	32,060,983	3,058,113	104
1901.....	35,596,379	3,525,396	11
1902.....	40,474,327	4,887,948	14
1903.....	46,545,476	6,071,149	15
1904.....	a 54,458,207	7,912,731	17
1905.....	a 64,805,265	10,347,059	19

a Estimated.

Going back twelve years for an assured foundation on which to judge of the future by the past, we find the following revelations:

Domestic money orders issued during the fiscal year ended June 30, 1892.	12, 069, 442
Domestic money orders issued during the fiscal year ended June 30, 1903.	46, 545, 476
Increase in volume of business, 1903 over 1892	per cent.. 285
Number of money-order offices in operation June 30, 1892	12, 069
Number of money-order offices in operation June 30, 1903	34, 923
Increase, 1903 over 1892	per cent.. 189

The average increase for twelve years in the number of domestic money orders issued has been 23 per cent per annum, and the average increase during the same period in number of money-order offices in operation has been 16 per cent per annum. This steady and uninterrupted growth through periods of alternating business prosperity and depression brings a precisely proportionate increment of work to the assorting and checking division, which handles all the orders as vouchers, and to the recording division, which opens a new ledger account with every money-order office established.

Based on this estimate of expansion, which does not claim to be mathematically exact, but can only be faulty in assuming a continued ratio of past growth in the money-order service, 99 additional employees would be required in the assorting and checking division. If the previous record shall be maintained, the estimate is conservative. In order, however, to be safely within bounds of prudence I have reduced the estimate one-third and request 66 additional employees for this duty instead of 99, which latter estimate would be fully justified by recent experience.

Since every money order must be handled at least five times in this division, if 60,000,000 orders are issued in the United States during the fiscal year 1905, it means more than 300,000,000 manipulations by its employees. Much of this work is largely mechanical, but it is very laborious and highly important. If it gets in arrears, all the money-order accounting of the office is thrown into confusion; settlements are delayed and heavy losses, through defalcations and embezzlements, are sure to ensue. Simple as the work is, its enormous magnitude makes it vitally necessary to the integrity of the money-order system.

In recapitulation of the foregoing estimates by chiefs of divisions, as revised and approved by me, after careful consideration, the following is submitted as the minimum of requirements for current needs and assured increase of work on the basis of accounting now undertaken and performed in the Office, viz:

Bookkeeping division	3
Collecting division	4
Pay division	0
Foreign division	1
Inspecting division	28
Recording division	20
Assorting and checking division	66
Total	120

The three divisions last named are all engaged in the money-order work. Here is where past experience fully justifies an expectation of corresponding development in the immediate future. It will be noted that the requirements of the four divisions engaged on postal accounts proper are exceedingly moderate.

As opportune to the present situation, which permits it to be done without suspicion of interested motives, I shall include in the estimates

submitted through the Treasury Department to Congress a recommendation for increase of salary for the head of the Office, my successor, to \$5,000 per annum. This salary is certainly small enough for the laborious and responsible duties imposed upon the Auditor, and is less than is paid to some other heads of bureaus under the Government, whose positions are by no means so important.

Justice also demands an advance in the compensation of the 2 deputy auditors, the chief clerk, law clerk, disbursing clerk, and 7 chiefs of division, to a figure corresponding with salaries paid to like officials in other bureaus and departments. I urge this the more readily from my knowledge of the superior merit of the present incumbents of these positions based on years of intimate official relations, during which I have always had their zealous and intelligent cooperation.

The increased force allowed should be fairly apportioned among the several grades, as will be suggested in the estimates submitted, substantially as follows: 15 of class 4, at \$1,800; 20 of class 3, at \$1,600; 25 of class 2, at \$1,400; 25 of class 1, at \$1,200; 20 of Class E, at \$1,000; 25 of Class D, at \$900; 60 skilled laborers, at \$720; 5 charwomen, at \$240.

A measure of delayed justice recommended last year, but not accomplished, will be again submitted. This is the promotion from \$660 per annum to \$720 per annum of 65 skilled laborers now employed in the exacting work of assorting money orders by States, towns, and numbers. These employees are mostly young women transferred from the Bureau of Engraving and Printing, in many cases suffering a reduction in salary at the time of such transfer, and all doing efficient and satisfactory work in this Bureau.

NEW DUTIES TO BE ASSUMED BY THE AUDITOR'S BUREAU.

During the past six months this Office has passed through a series of most thorough and searching investigations wherein it is to be supposed every possible defect, both of fundamental methods and of administrative efficiency, would have been disclosed. In seeking evidence for the prosecution of alleged offenders in the Post-Office Department a large force of trained and industrious inspectors had free access to all our files and records, every account and voucher desired having been promptly placed at their disposal for scrutiny and use as evidence. Incidentally, any defects in form or substance of vouchers or errors in the settlement of accounts would naturally attract observation and criticism in the course of this minute inquiry. In addition to this, the Treasury Department has had the advantage of advice from expert accountants who have thoroughly examined methods prevailing in this office and whose conclusions are of special value owing to their long experience in the various accounting offices. As a summing up of the fruitful results obtained from these thorough inquiries, confirming as they do in their most important features the previously published opinions of this office, the following summary of additional duties devolved by the logic of necessity upon the Auditor's bureau, and recommendations for additional clerical force to perform those duties are presented.

PROPER AUDIT OF STAMP ACCOUNTS.

No account is kept by the Auditor of the postage stamps, stamped paper and envelopes, etc., between the Post-Office Department and

the manufacturers or contractors for furnishing such paper. There are in existence what are known as "stamp agents," "postal card agents," and "stamped envelope agents," provided by law, the legitimate functions of which are not clearly defined. It was apparently the intention of Congress that they should be charged with the accountability for all stamps and stamped paper of each class coming into their possession, but as at present organized the stamps and stamped paper never come into their possession, actually or constructively. And they are, therefore, not required to make any accounting therefor.

In my annual report for the fiscal year ended June 30, 1900, attention was called to this fact in the following language:

No account has ever been kept by the Post-Office Department of the stamps and stamped paper furnished to it by the Bureau of Engraving and Printing or by outside contractors. This account should have been opened when postage stamps were first introduced, say fifty years ago, and continuously kept until this time. That account would be the fundamental corrective check upon substantially the whole revenues of the Post-Office Department, amounting to over \$90,000,000. That no such account has been opened or kept is an astonishing revelation of defective methods, all the more glaring because similar accounts have always been rigidly kept by the Auditor for the Treasury Department with the Commissioner of Internal Revenue whenever stamps have been required by law.

The Treasury Department has been recently advised, confirming the above statement in emphatic terms, that such an account should be kept; that some officer should be chargeable with all the postage stamps, stamped paper, envelopes, etc., coming from the manufacturers, and that credit should be allowed upon proper evidence of the same having been delivered to the respective postmasters. All damaged stock, or that lost in transit, should be properly accounted for, and credit allowed only upon satisfactory evidence presented to the accounting officer.

It is the opinion of the chief of the bookkeeping division, where this work, if assumed, must be performed, that at least 10 additional clerks would be required to properly perform it, and the addition of this force is one of the imperative requirements of the situation.

PAYMENTS FOR SECOND-CLASS POSTAGE.

The amount received by postmasters in payment of postage for the transportation of second-class matter is collected in cash and forms a debit charge in the postmasters' accounts. The evidence upon which this charge is made emanates from and is under the control of the postmasters, that is to say, of the officers sought to be charged. At present it consists of a certificate from the postmaster himself, together with an itemized statement of the amount of postage collected for newspaper and periodical publications mailed at his office, all of which is submitted to the Post-Office Department. The itemized account, however, is detached in the Post-Office Department and the Auditor is only furnished with the certificate of the postmaster as to the amount collected by him and upon which he is charged. This certificate comes from the Third Assistant Postmaster-General and directs that the charge be made in accordance therewith. It is my opinion, and that of the experts who have examined the subject, that this does not constitute the best evidence upon which the charge should be made. This being a money account the most substantial evidence possible should be required. The Auditor's Office should have a complete

statement showing the items in detail in order that the correctness of the amounts to be charged may be determined, as recommended on page 5 of annual report for 1900.

It is estimated that second-class postage is collected at 10,000 post-offices from more than 40,000 publishers of newspapers and periodicals. Their statements come daily, weekly, or monthly, according to the nature of the publication. Postmasters make quarterly reports of collections, showing eight different items as to number of issues, total number of receipts given each publisher and news agent, number of pounds free county circulation, number of pounds subject to postage, amount collected at 1 cent per pound, etc. A receipt is given each time a publisher delivers mail. Thus, in case of a daily paper 92 receipts must be examined and checked to determine whether the amount entered on the quarterly statement is correct. If the daily is a large one and mails by editions the number of receipts may exceed one for each day in the quarter. For monthly and weekly publications there are issued three or thirteen receipts. The labor of checking the receipts (which are carbon copies by the manifold system) and verifying the quarterly statements is very exacting, and would require an additional force of eight competent clerks in the bookkeeping division.

POSTMASTERS' MONEY-ORDER BONDS.

For many years the question of keeping money-order accounts of postmasters so as to show separate accounts under their different bonds has been agitated, and several plans have been adopted with that end in view, among which are the following:

Obtaining the written consent of sureties on new bonds to the transfer of balance due the United States on account under the old bond.

Setting back enough of the first payments under the new bond to close the account under the old bond.

Requiring postmasters to deposit their entire balance cash on hand at the close of the period covered by the old bond.

The recent method of transferring journal entries.

Of these plans the first two were found to be without warrant of law and were abandoned. The Post-Office Department objected to the third, requiring postmasters to deposit their entire balance, as it left no money with which to transact business. This plan, furthermore, was not practicable, as the last money orders issued under the old bond were liable to be outstanding for one year from the last day of the month of their issue. Consequently a deposit of the balance at the close of the period covered by the bond did not necessarily close the account.

The running together of the same postmaster's accounts under different bonds is foreign to correct methods of audit. The accounts should be kept separate under each bond, and when, for any purpose, a new bond is given the account should be closed under the old bond and any subsequent items in reference to that particular account should be noted on the old account instead of the current account. This matter is often of importance in determining the liability of different sets of sureties on bonds of the same postmaster. It is recommended by the chief of division that the practice now prevailing be corrected by opening separate accounts with all such postmasters. To carry out this reform will require four additional clerks of high grade in the recording division, to be especially assigned to the duty.

RAILWAY MAIL TRANSPORTATION.

Attention has been forcibly directed to the settlement of claims of railroad companies for transporting the mails, involving the payment of nearly \$40,000,000 annually. In three or four annual reports I have fully set forth the inconsistencies and dangers of the practice which has always hitherto prevailed, of certifying for payment to railroad companies these immense sums upon the mere certificate of the Second Assistant Postmaster-General's Office that the service has been performed, reserving the right to correct errors and omissions.

There is no evidence in the Auditor's Office as to the weight of mails carried by the respective railroads tending to show the amount of pay to which each one is entitled under the law. The sums to be paid railroads for carrying the mails depend upon the weight, which is ascertained once in four years. I have always contended that the Auditor is entitled to a statement showing the exact weight of the mails from which he can under the law determine the amount to be paid to the several companies. This matter is, however, fixed and determined by the Post-Office Department and is a practice that has grown into use until it has become regarded as a matter of right of the administrative office to adjust and settle accounts simply certifying to the Auditor the amount due the respective claimants, leaving to the Auditor only the function of carrying out the decrees of the Department. A recent carefully considered report to the Treasury Department correctly says:

This practice can not be too strongly condemned or too soon corrected by an amendment of the law if necessary.

Too much emphasis can not be placed upon the importance of promptly taking up this long-neglected work. The data furnished this Office by the Post-Office Department are manifestly insufficient, it being a settled principle that in auditing an account we are entitled to all the information possessed by the Department when the account was certified. The enormous expenditures under this head would seem to require special attention and the most rigid accuracy in ascertaining amounts due before final payment. The glaring defects here noted have been commented on in very severe terms long ago by the Comptroller of the Treasury in a published opinion. The Auditor does not receive the data necessary to a correct audit and if he did receive them he could not make the audit with the present clerical force. The First Comptroller (vol. 3, Decisions, p. 13) says:

The settlement of an account and a certification of a balance which can not go to the sources of evidence and examine all questions of law and fact, would be practically no examination; it would be the play of Hamlet with Hamlet omitted.

To take up and carry out this important duty will require an addition of 24 clerks to the pay division of the Auditor's Office.

REVIEW OF FOURTH-CLASS POSTMASTERS' ACCOUNTS.

The so-called "Dockery law" enacted upon the report of the joint commission of Congress authorized by the act approved March 3, 1893, provides as follows:

SEC. 14. In the case of claims presented to the Auditor which have not had an administrative examination the Auditor shall cause them to be examined by two of his subordinates independently of each other.

Simultaneously with the enactment of this law, and under its provisions, the review division in the office of the Auditor for the

Post-Office Department was abolished. Since that time there has never been a complete review of the accounts of fourth-class postmasters which are settled in the bookkeeping division. There are more than 70,000 of these accounts each quarter. They are sent direct to this office by the postmasters, immense numbers of whom are unskilled in keeping books and making reports, necessitating great patience and skill in untangling their complications and detecting their errors. If a careless or hurried bookkeeper passes an account without adequate scrutiny the errors contained therein are never discovered. It is contrary to correct methods, and, as will be seen, in violation of an explicit provision of law that these accounts are not examined in any case by "two subordinates independently of each other." Each of these accounts should be independently reviewed in the collecting division. The law requires it, and the probable saving of pecuniary loss to the Government would undoubtedly justify it. That has never been done, owing to a lack of necessary clerical help. To perform this work will require an addition of 19 clerks in the collecting division.

MINOR RECOMMENDATIONS.

In the pay division forms of blank certificates have been in use for many years in which to save labor and expedite business the amount allowed is nowhere stated in writing, being inserted in figures only. It is believed that correct methods require that the total sum allowed in each case should be stated in words. The immense number of transactions involved require that if this very proper innovation be adopted two additional clerks shall be supplied to the pay division for that purpose.

Recent Post-Office appropriation bills have segregated the appointments of clerks in post-offices and railway mail clerks by classes according to salaries paid, instead of appropriating for these services in lump sums, as had previously been the custom. This office can not know that the classification intended by Congress is being complied with by the Post-Office Department unless the number of appointments in each class on the pay rolls submitted can be checked and computed by clerks specially assigned to that duty. This important work will require two additional clerks in the bookkeeping division.

A special review of certain classes of Presidential postmasters' accounts is required to assure the correctness of their settlement. The settlements are made in the bookkeeping division, but the review should be had in the collecting division, and this operation will require one additional clerk in the latter division.

RECAPITULATION.

It thus appears that for the new work herein recommended to be undertaken in this Bureau as vitally important to a correct settlement of postal and money-order accounts, there will be required the addition of 70 clerks to our present force, as follows:

General stamp account with Post-Office Department	10
Second-class postage accounts	8
New bond accounts	4
Railway transportation accounts	24
Review of fourth-class postmasters' accounts	19
Minor recommendations	5
Total	70

If the increased force thus recommended or any considerable proportion thereof be granted by Congress, at least 5 more charwomen will be required to properly care for the additional rooms to be provided to accommodate the new employees. A total increased force of 195 persons is therefore necessary to carry out these recommendations to their full extent, viz:

For current needs and natural increase of work.....	120
For new duties which should be assumed by the Bureau	70
Charwomen	5

Should this increase of force be granted, the total number of employees in the Auditor's Office would be 795. This will scarcely be deemed excessive when it is remembered that in the corresponding bureau in London, that of the "accountant general," 3,000 clerks are employed in auditing the accounts of a single branch of the postal service, less expensive and complicated than our American money-order system—the postal savings-bank feature.

ADDITIONAL SPACE OR CHANGE OF QUARTERS.

This increase of force or any perceptible enlargement involves another problem. The space now occupied by the Auditor's Bureau in the Post-Office Department building is already seriously overcrowded. There would scarcely be room for the comfortable employment of twenty people in addition to those now working here. In fact, it would add to the efficiency of the Office and the comfort of employees if some of the present force could be removed to other quarters. Hence, an outside building must be provided if the clerical force is enlarged. It would be greatly to the benefit of the Bureau, and unquestionably in the interest of good public service, if the entire Office could be removed from its present quarters and comfortably established in some building large enough to fully accommodate not only its clerical force but the enormous accumulation of files and records which are of inestimable value and most of which are required for frequent reference. The space vacated in the Post-Office Department building by the removal of the Auditor's Office could be promptly and profitably utilized by the Post-Office Department, which has several divisions quartered in outlying buildings to its great inconvenience. The money saved on these rentals would go far toward supplying separate and commodious rooms for the entire Auditor's Office. The question is one that merits the immediate and earnest consideration of both the Treasury and Post-Office Departments, and I respectfully recommend that measures be taken at the ensuing session of Congress for the legislation and appropriations necessary to accomplish this desirable result.

PREScribing FORMS OF ACCOUNTS.

We now approach the duty of suggesting amendments to existing laws or changes in departmental rules and practices which experience has shown to be demanded by the principles of correct accounting.

A careful examination of the transactions of this Bureau by those who have been charged with an investigation into its methods has shown that it is organized on an entirely different basis from that which obtains in other auditing offices of the Treasury Department.

It is believed that the law is largely responsible for this condition of affairs and, therefore, it has been freely admitted that any criticism of the methods and work of the Bureau would fall short of fairness which failed to indicate these differences. Explicit provisions of law stipulate in many instances that the Postmaster-General or an assistant Postmaster-General shall have the determination of questions involved in accounts which properly belong to an accounting officer. Because of this fact, says a critical authority, "a general system has grown up with the expansion of the postal service that is foreign to proper accounting methods."

While the Comptroller of the Treasury, under the direction of the Secretary, is empowered to prescribe forms for keeping and rendering public accounts of all other departments of the Government, the accounts relating to the postal service and expenditures therefrom are expressly excepted and this authority is given to the Postmaster-General. If the administrative officer charged with the disbursement of public money can, as in this case, prescribe the forms for keeping and rendering accounts the Auditor must necessarily be greatly hampered in securing evidence necessary to satisfy his judgment as to the legality and correctness of a disbursement. Investigating committees have found that the forms of vouchers used in handling postal funds are deficient in many important particulars, and such as would not be generally received and are not used in other branches of the Government. But they are the forms prescribed by the Post-Office Department in strict compliance with law, and the Auditor's Office is powerless to change them, except through the courtesy of the Postmaster-General. It has been officially reported to the Treasury Department in connection with this defect:

There can be no independent audit under such conditions. Better vouchers should be required.

Better vouchers can not be required by the Treasury Department under existing law, except through the compliance of the head of the Post-Office Department, and there can be no authentic audit so long as the law retains the present exception.

I respectfully recommend that the law be changed so that the Comptroller of the Treasury shall, under the direction of the Secretary of the Treasury, prescribe the forms of keeping and rendering all public accounts relating to the postal revenues and expenditures therefrom, the same as in other Executive Departments of the Government.

THE FILING OF SUBCONTRACTS.

It is a general provision of law that all contracts upon which payments are to be made shall be filed with the Auditor who settles the accounts. There is a notable departure from this policy in the matter of subcontracts for transportation of mails authorized by act of May 17, 1878 (p. 107, 1 Supp., 165), which provides that such subcontracts be filed with the Second Assistant Postmaster-General, whose duty it is to notify the Auditor for the Post-Office Department of such filing. On the receipt of such notice the Auditor is authorized to retain out of the amount due the original contractor any sum agreed to be paid to the subcontractor simply upon the certificate of the Second Assistant Postmaster-General when it is found that the amount has not been paid.

Such exceptions as this to the general practice governing the accounting system of the Treasury Department have caused relations between the Post-Office Department and the Auditor's Office which make the latter dependent on, and in a measure subservient to, the former. This is contrary to correct accounting principles, which contemplate independent action by the Auditor without restraint or influence from the administrative department. These subcontracts should, in my opinion, be filed with the Auditor as are the original contracts, so that a complete examination may be made in the adjustment and settlement of any claim arising therefor.

I recommend that the law be amended so as to accomplish this result.

CERTIFICATES OF BALANCES.

The law requires the Auditor for the Post-Office Department to certify balances arising from the settlement of postal accounts to the Postmaster-General, but inasmuch as the Post-Office Department keeps no accounts with postmasters, all such accounts being exclusively kept in the Auditor's Office, this certification could not possibly serve any useful purpose, would involve a vast amount of labor to be absolutely thrown away, and consequently the provision has always been a dead letter in both the Auditor's Bureau and the Post-Office Department. It has been suggested by experts who have examined into the subject that the Auditor be required to make a formal settlement on each account so that a final determination can be had whenever the occasion requires it. But this would scarcely be a compliance with the law. These certificates would never reach the Postmaster-General or the Post-Office Department. They would simply be buried in the files of the Auditor's Office in the accounts to which they relate, would seemingly add nothing to the validity or completeness of the settlements, and would be wasted effort for the sake of far-fetched technical compliance.

This legal requirement being both useless and impracticable, I respectfully recommend that it be repealed.

PAYMENTS FROM POST-OFFICE FUNDS.

The reprehensible practice has at times prevailed in the Post-Office Department, sanctioned by law, but opposed to correct accounting methods, of paying some portions of expenditures from the annual departmental miscellaneous, incidental expense and even from the salary appropriations, by authorizing a postmaster, notably at Washington City, to make such payments instead of by warrant through the Auditor's Office in the regular way. This custom introduces a diversity of practice in the expenditures of specific appropriations which it is advisable to avoid and which has led to some of the most serious abuses disclosed by recent investigations. Under the regular practice these accounts go to the pay division of the Auditor's Office, where they are carefully audited by expert accountants before payment. Under the other and irregular practice the money is paid by the city postmaster on the order of the head of the department and the vouchers come into the bookkeeping division of the Auditor's Office with the postmaster's quarterly accounts several months after payments have been made. In this division there are not the same facilities for

reducing these expenditures to uniformity of audit, and in fact, double payments may occur—one through the bookkeeping division and one through the pay division—without possibility of detection.

One natural outgrowth of this practice was the establishment years ago of a precedent in the Auditor's Office that when a payment had thus innocently been made by a postmaster under proper authority and the expenditure afterwards proved to be unauthorized by law it would, under the shield of certain Comptroller's opinions and court decisions, be allowed, provided the service had been performed or the materials furnished and accepted in good faith, particularly if the unauthorized employment were promptly discontinued by the Department.

November 29, 1898, the Auditor called the attention of the Postmaster-General in a written communication to the irregularity of these practices, and secured a change therein as to several classes of such payments. Later, however, the practices were resumed by subordinates, and on July 19, 1899, the Auditor made to the Postmaster-General a still more vigorous and emphatic protest, in the following language:

I beg respectfully to suggest that a general rule be made and enforced restricting within the narrowest practicable limits all payments by and through postmasters that do not pertain to the business of the local office. It is manifestly unjust to make of a city postmaster a general disbursing officer, throwing upon him and his bondsmen the financial responsibility of making payments the legality whereof he has no means of verifying, and which though paid under the instruction of his superior officers may turn out on final examination to be illegal or in excess of appropriations, and disallowed in settlement of his accounts.

In response to this communication the Auditor received July 28, 1899, from the Postmaster-General a letter saying:

Entirely agreeing in your view, I have given directions which will cause the practice to conform as far as possible to the suggestions you make.

The Postmaster-General promptly issued the following instructions to the heads of bureaus and chiefs of division in the Department:

Miscellaneous claims not in any way relating to the local post-office, which may properly be charged to the general appropriations for the post-office service, should be paid only upon vouchers after approval by the Auditor for this Department. Payments should be made only through those offices for which the indebtedness was incurred; and no postmaster will be required to make payment for any article or reimbursement for any expense not connected with his office.

At the time this protest was made the Auditor served notice on the Post-Office Department that thereafter the precedent of sanctioning payments of doubtful legality on the ground that if disallowed the postmaster would be an innocent victim, would be set aside and disregarded. Since that time no such disbursements have been approved in this office with the knowledge of the Auditor. It has now been for more than four years the established policy of the Bureau that no postmaster can successfully plead departmental orders to cover an illegal disbursement.

But in spite of the stringent prohibition thus placed on record by the head of the Post-Office Department, frequent violations of the rule have occurred through a disregard of its provisions by subordinates. It is doubtful whether anything short of a strict legal prohibition will prevent this dangerous practice, since it is evident from experience that the mere promulgation of a departmental rule on this

subject is not sufficient, and gives no authority to the Auditor to reject an approved claim made in disregard thereof, the claim being otherwise legal and regular. A Comptroller's decision in volume 4, page 387, says:

Where a rule or regulation is not the essence of a law but simply the vehicle for its proper administration, the authority making such rule or regulation may waive its performance or its nonperformance, and usually the approval of an account by the head of a department where a rule or regulation has not been complied with is sufficient evidence of such a waiver.

I therefore respectfully recommend an amendment to the law prohibiting the payment of any salaries or expenditures pertaining to the business of the Post-Office Department by order on a postmaster.

PURCHASE OF PATENTED ARTICLES.

It is a significant fact that in almost every instance the alleged criminal practices disclosed by recent investigations in the Post-Office Department, for which many indictments have been found and trials are now pending, have occurred in the purchase of articles covered by patents, and as to which the general principle prevailing in purchasing Government supplies on competitive bids can not be enforced. The allegations are that exorbitant prices were paid for these supplies to the manufacturers of patented devices, who corruptly influenced officials of the Department to pay these prices by heavy bribes. Some thoughtless criticism has been made on the accounting office for permitting these transactions. A brief study of laws and rulings would show the injustice of such reflections.

On June 20, 1896, R. B. Bowler, Comptroller of the Treasury, in a lengthy opinion, printed in volume 2 of Decisions of the Comptroller, pages 632 to 635, lays down the principles upon which purchases of this character are made. The syllabus to that decision is as follows:

Section 3709, Revised Statutes, does not require the advertising for proposals nor the entering into contracts for the purchase of patented or copyrighted articles where the benefit of competition can not be secured.

This decision is based upon a construction of the statutes made by the then Auditor for the Post-Office Department and modifies the same in essential particulars. Among the certificates for expenditures of money specifically referred to in the decision and specially covered thereby are—

postal straps for use of letter carriers; Bundy time clocks for use of carriers; copies of city directories for use of letter carriers; Groff attachments for street letter boxes, and time cards for street letter boxes.

As to all these items the Comptroller says:

When patented or copyrighted articles can not be purchased from the trade generally, but only from the manufacturer or owner of the patent or the copyright, it is clear that no competition in furnishing such articles can exist and therefore the purchase of such articles is not within the provisions of section 3709 as held by Attorney-General MacVeagh in 17th U. S. A. G., 84.

All such purchases are therefore of an "emergency" character. There can be no bids or contracts and the post-office authorities are the sole judges of the prices to be paid and quantities obtained. The Auditor's function is merely that of a passive observer of the transaction.

It is impossible to escape from the logic of this decision, yet the practical operations under it have manifestly opened the door for grave imputations of bribery and corruption. If the postal service is to comply with public demands for celerity and efficiency it must avail itself of the latest inventions and improvements in all lines connected with its varied activities. It can only do this by promptly utilizing patented articles, and therefore would seem to be, to a certain extent, at the mercy of the patentees and manufacturers.

There may be, however, a possible remedy which I suggest for the consideration of the Department and Congress. The whole value of an invention to the inventor consists in the monopoly given to him by the Government through the patent laws. Would it not be practicable for Congress to so amend those laws as to provide, when any branch of the Government desires to use a patented article in the public service, some just method of deciding on the value of that article based on the cost of manufacture, reasonable profit, and fair royalty, and that the same be fixed as the price to be paid therefor? The manufacturer would doubtless in all cases be willing to accept the price thus established. He would have no motive for offering bribes to any official for approving the sale, and the Government would secure the desired improvement at a minimum cost. If the manufacturer should refuse the price thus established, provision might be made for invalidating the patent as to articles required for the Government's use and their purchase by contract in the open market without regard to the patent.

Careful consideration of the practicability of this suggestion as the possible remedy for a menacing evil is respectfully recommended.

PROVISION FOR TRAVELING ACCOUNTANTS.

An additional obstacle to an independent audit often arises from the fact that this Office is dependent upon the Post-Office Department for information necessary to a correct adjustment of accounts. If an investigation of the records or files of a local post-office becomes necessary in the process of auditing, there is no provision for sending a representative of the Auditor's Bureau to such office in pursuit of this information. Recourse must be had to post-office inspectors who are fully occupied with their legitimate duties and frequently unable to respond to the demands of this Bureau until fatal delays have occurred. It would be greatly in the interest of the public service if legal provision could be made whereby the Secretary could designate officers in the Auditor's Bureau, not below the grade of fourth-class clerks, as traveling accountants, who would, under the direction of the Auditor, be authorized to examine and report upon any account or evidence pertaining to such account under his jurisdiction. These accountants should be commissioned as such by the Postmaster-General, and money made available to pay their necessary traveling expenses when engaged on official business. When not so employed they would be performing their regular duties in the home office, and no additional expense, beyond the traveling expenses, would be incurred by this innovation.

I shall recommend in the estimates for the ensuing fiscal year a proviso that will cover this suggestion.

DETAILS TO POST-OFFICE DEPARTMENT.

Section 9, chapter 68, of the United States Statutes at Large, volume 30, page 317, approved March 15, 1898, is as follows:

SEC. 9. Hereafter it shall not be lawful to detail clerks or other employees, paid from general appropriations for the postal service, from any branch of said postal service, whether located at the seat of government or elsewhere, to any of the offices or bureaus of the Post-Office Department at Washington.

This provision is simply a more explicit statement of a general enactment long in force in all Departments. Disregard of its mandates has led to some of the abuses which have been the subject of investigation within the past few months. But the successful conduct of that investigation itself was held by the Post-Office Department to require the temporary detail of certain inspectors and other employees paid from general appropriations for the postal service to the offices of the Department at Washington and their assignment to duty as acting superintendents, chiefs of divisions, etc. The Post-Office Department held itself justified in this proceeding by the great emergency. It assumed that the provision of the statute did not properly apply to such temporary assignments, and this Office has acquiesced in that proceeding.

Even greater emergencies in the future may require similar action, and it would seem a proper exercise of discretion to commit to the head of the Department. But all doubt as to its legality should be removed. I, therefore, recommend that this statute be so amended as to permit the temporary suspension of its provisions for the purpose of departmental investigations.

MONEY-ORDER ADVICES.

Attention has been often called in recent annual reports to the non-enforcement of an important law governing the advices of invalid money orders. The law provides that no money order remaining unpaid more than one year from the last day of the month of issue shall be paid by postmasters; they are to be paid only by warrant issued by the Department. The law further provides that all advices remaining on hand of that class of money orders shall be forwarded by the postmasters to the Auditor for the Post-Office Department. Compliance with this enactment would establish a record against which the Auditor would be able to check all money orders outstanding more than one year old which had not been paid or received in his office.

This requirement of law has never been complied with, and the Auditor is without proper evidence in such cases with which to check the debit entries of postmasters' statements. These advices, instead of being forwarded to the Auditor, are sent to the money-order division of the Post-Office Department and retained there. By reason of this unsatisfactory practice it may be said that the money-order accounts are never actually and finally settled. No certificate of settlement is ever made, and in the absence of these unpaid advices it is difficult to see how one can be made. By having the unpaid advices in the Auditor's office all outstanding money orders more than one year old could be checked against the issuing postmaster's statement, making the best attainable substitute for vouchers which were never received in the office. It was undoubtedly the intention of the lawmakers to provide

that these advices should be forwarded to the Auditor. Compliance with the law would also furnish the Auditor with data upon which to certify to the Postmaster-General from time to time the amount of money to be covered into the Treasury for the purpose of paying warrants drawn in settlement of invalid money orders.

Recent changes in the management of the money-order division of the Post-Office Department may have removed the obstructions which have always prevented the enforcement of the law. I shall, before retiring, once more call the attention of the Post-Office Department to this matter with the hope that a change of policy will be inaugurated. If that appeal shall fail it is respectfully recommended that a more stringent and mandatory provision of law be enacted to accomplish this very necessary purpose.

INVALID MONEY ORDERS AFTER SEVEN YEARS.

A register of such advices could be kept which would enable the office to verify the fact that orders more than seven years old, thus presented, had not been paid by duplicate. In the absence of such register, the statements and orders having been removed from the Auditor's files and destroyed, there is no authentic evidence upon this subject and all such orders are paid at the risk of the Government. The law requires the destruction of money orders, together with the statements of postmasters, after a period of seven years. It frequently happens that invalid money orders are presented for payment by warrant after all evidence in the Auditor's Office has thus disappeared.

In case the law requiring unpaid advices to be forwarded to the Auditor's Office shall continue to be disregarded, it should at least be so amended as to prohibit payment of invalid money orders by warrant after seven years from the close of the fiscal year in which the order was issued, and after all necessary evidence in determining the validity of the same has been destroyed.

MORE DISCRETIONARY POWER FOR THE POSTMASTER-GENERAL.

It is believed that at some points the head of the Post-Office Department may safely be intrusted with the exercise of more discretionary authority, with benefit to the service and relief to the accounting office. Much of the restrictive legislation now in force is the result of hastily framed provisos inserted in Post-Office appropriation bills, often inconsistent with existing laws and merely embarrassing the operations of the Department without accomplishing any useful purpose. The responsible head of a great corporation transacting a volume of business one-tenth as large as that of the postal system would find himself hampered to an unendurable degree by such restrictions.

Especially in the matter of granting certain flexible and discretionary appropriations to meet unexpected developments and unforeseen emergencies does there seem to be reason for permitting a prudent latitude of discrimination. These responsibilities should be lodged exclusively in the head of the Department, who should be required to report to Congress all important cases of his exercise thereof and his reasons therefor. Funds might thus, also, be placed at his disposal for testing any promising improvements in the service, and provision made in

advance for emergency military postal arrangements, should the necessity arise at any time.

It is to be hoped that well-considered enactments along these lines will relieve some of the extreme rigidity which now binds the Department and, at times, cripples its efficiency. Such enactments would facilitate settlements in the Auditor's Office and avoid some of the collisions which occur in regard to doubtful, but seemingly necessary, stretches of authority.

MANIFEST REQUIREMENTS OF THE SITUATION.

These suggestions for placing the clerical force and the legal environments of the Auditor's Bureau in a better position to meet the enormous demands upon it are based upon an experience of more than six years in directing its operations. Even if all these suggestions shall be promptly adopted it will be only partially equipped for its exacting duties, and the continuing growth of the mail system, its extension into new fields of enterprise, and the expansion of its existing features will present fresh problems for solution and speedily renew the strain upon its resources.

When all these suggestions are adopted there still remains unchanged the fact that none of the vast money-order transactions receive the "double audit" contemplated by law. But for the review of a fractional part of those transactions, recently established more to test the efficiency of the clerks than to secure the correction of errors, there would be no reexamination whatever of these accounts.

In the operations of this bureau there can be no diminution of labors and perplexities. They will continue to multiply. Hundreds of thousands of reports must be received, carefully examined, verified as to computations and additions, posted, and balanced. Accounts must be kept with many thousands of contractors, postmasters, special agents, etc. Millions of vouchers must be inspected and checked, interminable columns of figures must be footed up, unceasing vigilance must be exercised to avoid imposition, prevent embezzlements and defalcations, collect unpaid balances, and maintain a financial oversight of all branches of this vastly ramified business enterprise. The transactions to be scrutinized are so enormous in volume that if frauds and errors escape detection in the Auditor's Office to the extent of one-hundredth of 1 per cent of the business handled, the loss to the public Treasury will amount to \$100,000 per annum.

It would seem that no extended argument is necessary to sustain the policy of more adequately equipping this great Bureau for an efficient performance of its important work. The necessities are therefore concisely presented and the facts are left to plead their own cause before the proper tribunals.

SOME STATISTICS.

The following interesting tables will show at a glance the rapid growth and expansion of the postal service:

Comparative statement.

Year.	Revenue.	Expenditures.	Deficit.	Whole number of offices.	Presidential offices.	Force in Auditor's office.
1850	\$5,499,984.86	\$5,212,953.43	.....	12,417	.....	.....
1860	8,518,087.40	19,170,609.99	\$10,652,542.49	28,496	433	.....
1870	19,772,220.65	23,996,837.63	4,226,616.98	28,492	1,093	166
1880	38,315,479.34	36,542,803.68	3,227,324.34	42,989	1,760	253
1890	60,882,097.92	66,259,547.84	5,377,449.92	62,401	2,738	410
1895	76,983,123.19	87,179,551.28	10,196,428.09	70,064	3,506	458
1900	102,354,579.23	107,740,267.99	5,385,688.76	76,691	4,237	487
1901	111,631,193.39	115,554,520.87	3,921,520.71	76,337	4,469	516
1902	121,848,047.26	124,786,697.07	2,938,169.91	76,237	4,743	543
1903	134,224,443.24	138,784,487.97	4,560,977.16	74,031	5,045	600

NOTE.—July 1, 1863, first-class postage 3 cents per one-half ounce, any distance; October 1, 1883, first-class postage 2 cents per one-half ounce, any distance; July 1, 1885, first-class postage 2 cents per ounce, any distance

Railway Mail Service.

Year.	Number of clerks	Cost of service.
1865 (established)	64	(a)
1870	1,157	(a)
1880	2,946	\$1,367,463.35
1890	5,836	5,562,844.35
1895	6,481	7,103,025.80
1900	8,696	8,838,993.92
1901	9,106	9,676,436.52
1902	9,627	10,264,568.38
1903	10,418	11,228,845.76

a Cost of service included with "transportation of mails" prior to 1876.

City free-delivery service.

Year.	Number of carriers.	Cost of service.
1863 (established)	685	\$204,477.77
1870	1,362	1,231,340.68
1880	2,628	2,863,717.71
1890	9,066	7,977,514.26
1895	12,714	12,145,408.77
1900	15,322	14,512,190.04
1901	16,889	15,752,600.00
1902	17,785	17,123,310.90
1903	19,542	19,337,986.00

Rural free-delivery service.

Year.	Number of carriers.	Cost of service.
1897	44	(a)
1898	148	\$49,999.71
1899	391	149,979.69
1900	1,276	420,433.17
1901	4,301	1,749,525.06
1902	8,466	3,993,706.51
1903	15,119	8,011,635.48

a Cost included in "City free-delivery service."

IMPROVED METHODS AND APPLIANCES.

A recognition of the number and importance of the necessary improvements, which can only be introduced through increase of force or remedial legislation, has not caused benefits attainable under existing conditions to be neglected. Owing to simplified devices the audit of postmasters' accounts is still kept current, and is proceeding satisfactorily, notwithstanding the increasing volume of work.

In my annual report for the fiscal year ended June 30, 1899, reference was made to a general revision of blank forms used by postmasters in making their quarterly reports. Improvements along these lines have been steadily followed by consent of the Post-Office Department. From time to time the blanks have been modified; additional and clear instructions have been printed thereon, and by means of the official Postal Guide, circulars, and correspondence a diffusion of knowledge among postmasters has been attempted for the betterment of accounts and the general good of the postal service.

The vertical filing system has been adopted in the bookkeeping division for important correspondence, saving the time and labor of folding papers to a uniform size and briefing them. The vertical system takes up less space than the old method, freely admits of expansion, and papers are more easily examined and handled, as they are not sharply creased.

During the current year lists of all postmasters were prepared for the Official Register (Blue Book) showing the office, county, State, postmaster's name, and his compensation for the year. Also lists showing in detail data concerning the transportation of mails, names and pay of contractors, etc. This voluminous work has been completed.

The usefulness of the card record index system is recognized by this Office, and it is being used wherever deemed advantageous. During the current year the roster of railway postal clerks (more than 10,000 names) has been transferred to cards, and by their use pay rolls are being successfully audited. The card system is now applied to the keeping of the records and auditing:

- Assistant postmasters at first and second class offices.

- Clerks at first and second class offices.

- Supplies for, and incidental expenses connected with, the rural free-delivery system.

- Data concerning the larger fourth-class offices, so that they may be promptly reported to the honorable Postmaster-General for assignment to a higher class as soon as they fill the required conditions.

- General supplies for the postal service; salaries and expenses of post-office inspectors and other field employees, and miscellaneous items paid by warrant.

- Money-order accounts of postmasters.

- Record of money-order offices and postmasters.

As a gratifying revelation of the review in the bookkeeping division, it may be stated that during the month of September, 1903, 10 accounts each were reviewed from the work of 8 clerks auditing Presidential postal accounts, and in the 80 accounts only one error, of 32 cents, was discovered. In the same division, 315 miscellaneous accounts of 3 clerks engaged in posting stamp accounts on ledgers were reviewed and no errors discovered; 20 accounts of clerks engaged in auditing free-delivery service settlements were reviewed and no errors discovered; 20 miscellaneous accounts, the work of 2 clerks

engaged in auditing clerk-hire rolls and Railway Mail Service, were reviewed and no errors discovered.

The reviews in the other divisions, described in detail in the last annual report, continue to produce good results in promoting the efficiency of the auditing force.

RURAL FREE-DELIVERY SERVICE.

Special attention is called to the table on a preceding page, showing the wonderful growth of the popular rural free-delivery service. The routes in operation have expanded from 44 in 1897 to 15,119 in 1903. The regular appropriation for pay of rural letter carriers for the fiscal year 1903 was \$7,000,000, for the fiscal year 1904, \$12,000,000; and it is estimated that by June 30, 1904, there will be 24,000 rural free-delivery routes in operation. One carrier is appointed on every route established, with a very few exceptions where triweekly service is inaugurated and one carrier covers two routes. Hence the number of carriers is substantially equal to the number of routes, but the monthly payment of their salaries, under the new arrangement of making such payments through one postmaster in each State, causes the minimum of labor in the Auditor's Office, and greatly expedites the settlements.

WORK OF THE MAIL ROOM.

The employees of the mail room, working under the direction of the chief clerk, report the amount of mail received and distributed during the fiscal year ended June 30, 1903, as follows:

Third quarter ended September 30, 1902	177, 143
Fourth quarter ended December 31, 1902	176, 335
First quarter ended March 31, 1903	188, 736
Second quarter ended June 30, 1903	188, 374
Total	730, 588

Letters copied for the year:

Third quarter ended September 31, 1902	17, 691
Fourth quarter ended December 31, 1902	16, 759
First quarter ended March 31, 1903	20, 139
Second quarter ended June 30, 1903	22, 796
Total	77, 385

Letters and cards mailed and sealed for the year:

Third quarter ended September 30, 1902	154, 266
Fourth quarter ended December 31, 1902	157, 777
First quarter ended March 30, 1903	174, 806
Second quarter ended June 30, 1903	173, 051
Total	659, 900

RECAPITULATION.

Letters received	730, 588
Letters copied	77, 385
Letters and cards sealed and mailed	659, 900
Total for fiscal year ended June 30	1, 467, 873

Copying mail furnished by divisions as follows:

Bookkeeping division	12,569
Collecting division	13,754
Assorting and checking division	2,693
Foreign division	2,813
Inspecting division	7,744
Recording division	34,362
Pay division	2,574
Miscellaneous	876
Total	77,385

Letters and cards sealed and mailed for the year:

Bookkeeping division	57,877
Collecting division	312,831
Inspecting division	150,800
Recording division	128,142
Miscellaneous	10,250
Total	659,900

THE DISBURSING CLERK'S REPORT.

The transactions of the disbursing clerk during the fiscal year are presented below, his account having been audited and found correct by the Auditor for the Treasury Department. The disbursing clerk, being the only bonded officer attached to this Bureau, is charged not only with the duty of paying salaries to our employees, but is also required to receive and account for all registered packages and all remittances of money which reach the Bureau in whatever manner or from whatever source. Although postal laws and regulations prohibit money remittances from being sent here, many careless or ignorant postmasters persist in sending money with their statements instead of depositing it as required by law and their instructions. The responsibility of caring for this money and the labor of correcting these errors constitute a large part of the work of the disbursing clerk.

Appropriation, "Salaries, office Auditor for the Post-Office Department"	\$659,160.00	
Amount of appropriation not covered by warrants of the Secretary	1,460.00	
Amount of appropriation drawn on warrants of the Secretary		\$657,700.00
Disbursed as follows:		
1902, third quarter	163,429.05	
1902, fourth quarter	163,840.81	
1903, first quarter	164,579.62	
1903, second quarter	164,567.44	
Deposited with Treasurer United States	1,283.08	
		657,700.00
Amount of appropriation unexpended		2,743.08
Deductions of salary on account of excessive leave	1,229.47	
Difference resulting from lapses, leave without pay, etc	1,513.61	
		2,743.08
Number of registered packages received, 4,777; value		20,922.71
Postal funds deposited with Treasurer United States	12,859.81	
Money-order funds deposited with postmaster, Washington, D. C.	1,054.03	
Number of registered packages returned to postmasters and others, 742 (consisting of drafts, checks, etc., transmitted by mistake and not collectible by this office); value	7,008.87	
		20,922.71

INVALID MONEY ORDERS.

A report from the First Assistant Postmaster-General to this bureau states that postmasters at the offices of payment have transmitted during the fiscal year ended June 30, 1903, invalid advices of domestic money orders drawn upon their respective offices, the aggregate amount of which is \$129,603.98. Under the law these advices should have been sent to the Auditor's Office.

During the fiscal year 1,100 cases of double payments of money orders, amounting to \$5,475.73, were referred to postmasters for correction.

INTERNATIONAL POSTAL ACCOUNTS.

International postal accounts have been satisfactorily adjusted between this Department and foreign administrations up to December 31, 1902, with the exception of those countries named below, from which balances remain due and unpaid, as follows:

	France.
Colombia, 1899 to 1902.....	85, 850. 88
Guatemala, 1891 to 1902.....	90, 103. 07
Venezuela, 1891 to 1902.....	113, 553. 00
Haiti, 1897 to 1902.....	37, 160. 35
Ecuador, 1898 to 1902.....	12, 195. 04
Republic of Honduras, 1894 to 1902.....	9, 615. 32
Total amount outstanding.....	348, 477. 66

Proper accounts have been duly rendered to these countries and requests have been made for the payment of the balances, which, it will be observed, are long past due, but without any practical results.

During the last fiscal year there has been an increase of 11 per cent over the preceding year in the volume of letter mail dispatched to foreign countries, and of 7 per cent on printed matter sent out of the country, as appears from the following statement:

For the year—	Letters, etc.	Prints, etc.
	Grams.	Grams.
1903.....	610, 724. 970	4, 375, 765. 632
1902.....	548, 125. 704	4, 063, 426. 453
Increase over the year 1902.....	62, 599. 266	292, 339. 179

The amount expended by the Department for the ocean transportation of correspondence originating in the United States during the same period, is as follows:

Expended during the year—	
1903.....	\$2, 253, 255. 94
1902.....	2, 202, 999. 80
Excess paid during the year 1903.....	50, 256. 14

being only a fraction over 2 per cent more than for the previous year notwithstanding the large increase in the quantity of mail matter transported.

INTERNATIONAL MONEY-ORDER EXCHANGE.

There was a steady increase in the volume of money orders exchanged with foreign countries during the fiscal year just closed. The increase over last year's business is shown by the following table:

Year.	Number of international orders issued in United States and foreign countries.	Value.
1903	2,650,660	\$46,542,776.89
1902	2,184,978	37,246,508.28
Increase	465,682	9,296,268.61

According to the foregoing figures there was an increase in the number of international money orders issued in the United States and in foreign countries of 21.3 per cent, which shows the percentage of increase in the labor required in the process of auditing international money-order accounts. The increase in the value of all international orders issued is 24.9 per cent.

ACCOUNTS WITH THE TREASURY DEPARTMENT, ADJUSTED AND CERTIFIED, TO SEPTEMBER 30, 1903.

Accounts of Rufus B. Merchant, disbursing clerk, Post-Office Department.

RECEIPTS.

Sales of post-route maps \$3,299.45

DISBURSEMENTS.

Appropriations.	Fiscal years.			Total.
	1901.	1902.	1903.	
Salaries		\$554.87	\$1,243,839.57	\$1,244,394.44
Post-route maps		5,983.92	14,910.27	20,894.19
Official Postal Guide		833.32	20,073.02	20,906.34
Postage			550.00	550.00
Rent of buildings		358.35	15,629.89	15,988.24
Stationery		2.88	7,876.24	7,879.12
Fuel	\$1,150.00	766.04	26,763.94	28,679.98
Lights		3.29	659.63	662.92
Plumbing		276.60	345.02	621.62
Telegraphing	1,605.45	2,680.70	2,641.02	6,927.17
Painting		591.20	829.30	1,420.40
Carpets		2,488.02	2,740.19	5,228.21
Furniture		1,108.27	5,409.14	6,517.41
Horses and wagons		137.00	1,260.01	1,397.01
Hardware			582.81	582.81
Miscellaneous items	19.65	1,575.98	16,080.30	17,625.93
Repairs, etc., post-office, Washington, D. C.	3,000.00			3,000.00
Total	5,775.10	17,360.44	1,380,140.25	1,383,275.79

Accounts certified for payment.

Deficiency in the postal revenues.....	\$3,753,955.50
Payment to Charlotte C. Leathers, executrix of Thomas P. Leathers, surviving partner of Holmes & Leathers	12,910.35
Relief of G. H. Sowder, administrator of B. H. Sowder	567.77
Relief of James M. Chisham	708.99
Relief of Frank J. Burrows	4,022.00
Relief of John F. Lawson	237.96
Relief of legal representatives of John L. Young	1,471.18
Relief of Robert Brigham	2,266.89
Relief of Charles W. Carr	83.71
Payment to George W. Weston, late postmaster, Exeter, N. H.	281.21
Reimbursement to postal revenues on account of C. W. Battle	244.36
Total	3,776,749.92

Repayments to the Treasury.

Deficiency in the postal revenues	146,132.35
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Pacific Railroad accounts.

Amount certified to the credit of aided Pacific railroads for transportation of the mails	738,500.76
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OUTSTANDING INDEBTEDNESS.

The amount of balances due on June 30, 1903, from late postmasters and the actual damages due from failing contractors, failing bidders, and late contractors, on account of the fiscal year 1902 and prior years, was \$514,421.36, divided as follows:

Late postmasters:	
Postal accounts	\$42,876.99
Money-order accounts	42,771.20
Failing contractors, etc.	428,773.17
Total	514,421.36

Suit has been instituted for \$309,165.15 of the above indebtedness, leaving \$205,256.21 otherwise in the process of collection.

Within the past year 10,258 postmasters have been retired from office by death, resignation, or removal. The accounts of these postmasters, both postal and money order, have been audited.

The amount of outstanding balances on account of the fiscal year 1903, and now in the process of collection, is \$84,582.98, viz:

Late postmasters:	
Postal accounts	\$8,888.48
Money-order accounts	19,652.14
Failing contractors, etc.	56,042.36
Total	84,582.98

RECAPITULATION.

Amount due on account of fiscal year 1902 and prior years	\$514,421.36
Amount due on account of fiscal year 1903	84,582.98
Total	599,004.34
Amount for which suit has been instituted	309,165.15
Otherwise in process of collection	289,839.19

COLLECTIONS BY SUIT.

During the past fiscal year the following accounts have been submitted to the Department of Justice for collection of the balances remaining due the Government:

Accounts.	Number.	Amount.
Postal.....	5	\$5,486.06
Money-order.....	7	8,831.22
Mail service, failing contractors.....	11	74,469.50
Total.....	23	83,786.78

The collections during the same period, including interest, amounted to \$13,843.65.

The following table is a list of the accounts of late postmasters, failing contractors, failing bidders, and late contractors, with the balances remaining due thereon, exclusive of costs and interest, upon which legal proceedings were pending June 30, 1903:

Late postmasters.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
ALABAMA.					
Postal.....	Mary J. Wilkins.....	Bay Minette.....	\$57.62	1894	Pending.
Do.....	do.....	do.....	36.79	1897	Do.
Do.....	H. J. Winn.....	Birmingham.....	401.79	1887	Judgment.
Do.....	Henry Atkinson.....	Gnatville.....	828.62	1885	Do.
Do.....	Jacob Greenwald.....	Hamburg.....	48.72	1880	Do.
Do.....	Daniel McRay.....	Harpersville.....	245.70	1879	Do.
Do.....	do.....	do.....	804.09	1885	Do.
Do.....	do.....	do.....	106.88	1887	Do.
Do.....	John L. Shank.....	Houston.....	80.11	1880	Do.
Do.....	Gilbert Gay.....	Roanoke.....	2.91	1893	Do.
Money order.....	do.....	do.....	181.06	1893	Do.
Postal.....	A. L. Gunn.....	West Calera.....	62.12	1901	Pending.
Total.....			2,856.41		
ALASKA.					
Postal.....	Charles H. Edwards.....	Douglas.....	76.48	1891	Pending.
Money order.....	do.....	do.....	643.35	1891	Do.
Total.....			719.83		
ARIZONA.					
Postal.....	William O. Kellner.....	Globe.....	374.23	1901	Judgment.
Money order.....	do.....	do.....	2,679.80	1901	Do.
Total.....			3,054.03		
ARKANSAS.					
Postal.....	James B. Core.....	Plum Bayou.....	30.26	1892	Judgment.
Money order.....	James Shepherd.....	Wabbaseka.....	1,009.81	1902	Do.
Total.....			1,040.07		
COLORADO.					
Postal.....	William H. Gowdy.....	Fremont.....	49.57	1891	Judgment.
Do.....	do.....	Moreland.....	24.07	1892	Do.
Do.....	do.....	Fremont.....	631.61	1892	Do.
Do.....	do.....	Cripple Creek.....	250.06	1893	Do.
Money order.....	Michael B. Downey.....	Globeville.....	1,015.40	1895	Pending.
Postal.....	John G. Sheek.....	Parrott.....	171.21	1885	Judgment.
Money order.....	John S. Wheeler.....	Platteville.....	108.06	1889	Do.
Total.....			2,244.97		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
FLORIDA.					
Money order.....	Kirby A. Griner	Dunnellon	\$32.24	1896	Judgment.
Do.....	J. C. Emerson	Fernandina	645.94	1874	Pending.
Postal	W. B. Saunders	Lake de Funiak	27.72	1884	Judgment.
Do.....	William Perkins	Moultrie	35.97	1887	Pending.
Money order.....	Charles R. Jenkins	Sneeds	10,781.10	1896	Judgment.
Total			11,522.97		
GEORGIA.					
Postal	William T. Crane	Athens	123.88	1873	Judgment.
Do.....	James R. Folsom	Cecil	57.40	1897	Pending.
Do.....	Byrd Mobley	Evergreen	137.97	1898	Do.
Do.....	Andrew J. Dickson	Merahon	455.08	1890	Judgment.
Money order.....	John B. Roberts	Sandersville	751.60	1893	Do.
Total			1,525.88		
IDAHO.					
Postal	Charles P. Tatro	Bellevue	425.31	1883	Judgment.
INDIANA.					
Postal	Samuel S. Helney	Mooreland	5.87	1896	Judgment.
Money order.....	do	do	457.70	1896	Do.
Total			463.57		
INDIAN TERRITORY.					
Money order	William F. Weeks	Hartshorne	4,629.14	1896	Judgment.
Do.....	John W. Blevins	Sterrett	183.41	1900	Pending.
Total			4,812.56		
KANSAS.					
Postal	Elijah L. Pierce	Delta	49.82	1880	Judgment.
KENTUCKY.					
Postal	E. U. Fordyce	Bowling Green	4,350.69	1901	Judgment.
Money order	do	do	90.60	1901	Do.
Postal	George C. Everett	Mount Sterling	1,632.49	1896	Do.
Money order	do	do	226.61	1896	Do.
Total			6,360.39		
LOUISIANA.					
Money order	James W. Atkins	Atkins	600.00	1901	Pending.
Postal	Young C. Palmer	Sandy Creek	877.38	1896	Do.
Do.....	do	do	166.69	1896	Do.
Total			1,444.07		
MICHIGAN.					
Money order	William C. Simmons	Hesperia	2,384.31	1893	Judgment.
Do.....	James W. Payne	Pompeii	42.57	1902	Do.
Total			2,426.88		
MINNESOTA.					
Postal	Charles A. Peterson	Thomson	3.16	1896	Judgment.
Money order	do	do	387.55	1896	Do.
Total			390.71		
MISSISSIPPI.					
Postal	William H. Gibbs	Jackson	3,720.01	1893	Judgment.
NEBRASKA.					
Money order	John Stalon	Florence	64.38	1896	Judgment.
Postal	Thomas A. Twiss	Minature	81.75	1896	Pending.
Total			96.13		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
NEW MEXICO.					
Money order	Fernando Nolan	Mora	\$1,330.87	1890	Judgment.
Postal	Geo. W. Howland	Santa Fe	2,707.47	1889	Do.
	Total		4,038.34		
NEW YORK.					
Money order	C. H. Kennard	Chauncey	2,320.18	1894	Pending.
Postal	Beriah Wilber	Indian Lake	210.57	1884	Judgment.
Do	do	do	208.04	1885	Do.
Do	John H. McVean	West Haverstraw	182.63	1896	Pending.
	Total		2,871.42		
NORTH CAROLINA.					
Postal	Thomas W. Tatham	Andrews	192.75	1894	Judgment.
Do	C. W. Battle	Battleboro	50.17	1900	Do.
Money order	do	do	166.04	1900	Do.
Postal	Mrs. Ann Cherry	Bay River	88.58	1875	Do.
Do	Robert E. McDonald	Charlotte	3,387.01	1876	Do.
Money order	do	do	988.97	1876	Do.
Do	do	do	105.64	1875	Do.
Postal	Neill C. Hall	Clarkton	59.56	1893	Do.
Money order	do	do	88.08	1893	Do.
Postal	Owen S. Lanier	Lanier	87.96	1893	Do.
Money order	Samuel B. Snell	Mackey Ferry	165.18	1893	Do.
Postal	J. W. Sanders	Ocean	122.54	1896	Do.
Money order	Alice Register	Vine land	41.22	1900	Pending.
Postal	John F. Jacobs	West	129.92	1896	Judgment.
	Total		5,613.52		
NORTH DAKOTA.					
Postal	Joseph J. Hughes	Fargo	689.01	1898	Pending.
OKLAHOMA.					
Money order	Elbert W. Hoyt	Ponca	217.71	1901	Judgment.
Postal	William Hofman	Taloga	17.61	1895	Do.
Money order	do	do	210.84	1895	Do.
Postal	do	do	87.96	1896	Do.
Money order	do	do	96.64	1896	Do.
Postal	Joshua Copeland	Waynoka	40.23	1894	Do.
Do	do	do	14.58	1895	Do.
	Total		635.57		
OREGON.					
Postal	Joseph Bassett	Newbridge	24.85	1888	Judgment.
SOUTH CAROLINA.					
Money order	M. D. Macfarlan	Cheraw	292.72	1900	Pending.
Postal	Peter W. Drawdy	Drawdy	88.83	1894	Judgment.
Do	John C. P. Williams	Ridgeway	141.65	1899	Pending.
Do	Hattie A. Osborn	Warrick	400.66	1898	Judgment.
Do	Courtney Warrick	do	135.52	1896	Do.
	Total		1,009.38		
TEXAS.					
Money order	Milton T. Johnson	Center	578.07	1893	Pending.
Postal	P. W. Randolph	Dodge	192.19	1901	Judgment.
Money order	do	do	17.12	1901	Do.
Postal	Wilson W. Armitage	Goodrich	710.45	1896	Do.
Money order	Joseph Plimsoll	Harwood	596.18	1900	Do.
Postal	John W. Tompkins	Ironwood	79.29	1878	Do.
Money order	Henry Andrews	Lyons	67.13	1893	Do.
Postal	Martha Armitage	Mariana	636.42	1896	Do.
Do	Philip T. Ball	Sunset	80.25	1885	Do.
Money order	do	do	5,466.67	1885	Do.
Do	O. J. Posey	Sweetwater	30.56	1896	Do.
Postal	Amos F. Rankin	Tamina	49.78	1901	Do.
	Total		8,504.11		

Late postmasters—Continued.

Account.	Name of principal.	Office.	Balance.	Year.	Remarks.
VIRGINIA.					
Postal	Moses E. Smith	Almagro	\$91. 14	1901	Pending.
Do.	William H. White	Bremo Bluff	78. 99	1891	Judgment.
Do.	Joseph Kiser	Brumfield	240. 49	1896	Pending.
Do.	do	do	45. 37	1897	Do.
Do.	Ulysses T. Jones, sr	Mattoax	163. 49	1896	Do.
Do.	do	do	189. 96	1897	Do.
Do.	Paulina A. Lumpkins	Neva	860. 46	1896	Judgment.
Do.	Roberta A. Edmondston	Houston	881. 57	1900	Pending.
Total			2,551. 46		
WASHINGTON.					
Postal	F. E. Scriver	Boundary	138. 15	1896	Judgment.
Money order	do	do	1,521. 12	1896	Do.
Postal	Sadie Young	Deep Creek Falls	46. 13	1891	Do.
Do.	John Martin	Rochester	584. 64	1894	Do.
Do.	Duncan A. McBath	Snohomish	256. 82	1893	Do.
Total			2,546. 86		
WEST VIRGINIA.					
Postal	Boyd E. Lusk	Brier	10. 00	1894	Judgment.
Do.	L. A. Rader	Clifton	78. 82	1874	Do.
Do.	Henry C. Ross	Elkhorn	623. 20	1893	Do.
Money Order	do	do	1,165. 38	1893	Do.
Postal	Level S. Evans	Fullen	757. 33	1902	Pending.
Do.	Job W. Parsons	Job	21. 34	1897	Judgment.
Total			2,656. 07		
WISCONSIN.					
Postal	J. A. Wood	Hurley	1,275. 88	1888	Judgment.
Do.	Joseph D. Conan	Superior	213. 90	1897	Do.
Total			1,489. 78		
WYOMING.					
Postal	William M. Masl	Cheyenne	2,624. 14	1897	Conditional relief granted by Congress.

Failing contractors, failing bidders, and late contractors.

Name of principal.	No. of routes.	Balance.	Year.	Remarks.
James P. Alcorn	7	\$3,088. 61	1897	Judgment.
Robert M. Alexander	1	141. 99	1898	Pending.
John Armstrong	2	1,950. 43	1897	Judgment.
Joseph G. Bell	13	2,199. 09	1887-88	Do.
R. N. Bennett	23	16,132. 04	1889	Do.
James M. Blades	3	310. 33	1879	Do.
William H. Brown	2	1,886. 86	1897-98	Pending.
J. N. Brafford	3	1,964. 16	1881	Judgment.
Chelf & Cogar	1	720. 06	1887	Do.
J. B. Colegrove	18	4,212. 19	1891-93	Do.
B. H. Colegrove	1	2,379. 49	1896	Do.
D. W. Conger	9	3,046. 76	1887-89	Do.
A. K. Cook	68	11,841. 61	1880	Do.
William Craft	1	61. 55		Do.
A. M. De Priest	1	544. 65	1879	Do.
H. F. Dunson	6	1,301. 86	1886	Do.
Peter Fort	1	108. 86	1892	Do.
C. C. Frayser	13	3,606. 82	1880	Do.
James T. Gibson	56	10,684. 15	1880	Do.
Glass & Goodin	19	2,960. 20	1880-81	Do.
J. J. Griffith	1	164. 58		Do.
Joel Hale	8	1,796. 32	1889	Do.

Failing contractors, failing bidders, and late contractors—Continued.

Name of principal.	No. of routes.	Balance.	Year.	Remarks.
W. W. Hall.....	7	\$1, 847. 02	1892-93	Judgment.
H. C. Hazlewood.....	33	21, 140. 99	1897	Pending.
Hiram Hogg.....	31	9, 034. 80	1891	Judgment.
James J. Horton.....	2	262. 54	1893	Do.
Hudson & Bumgarner.....	7	3, 503. 39	1889-90	Do.
J. W. Jones.....	3	341. 60	1887-90	Do.
Luther Lewis.....	1	482. 34	1892	Do.
John F. Logan.....	8	2, 644. 52	1884	Do.
J. V. Lovelace.....	3	786. 50		Do.
C. C. Morse.....	9	12, 637. 70	1889-90	Do.
Samuel McArthur.....	14	4, 003. 13	1892	Do.
C. C. McCoy.....	12	31, 125. 55	1899	Pending.
J. W. McCullah.....	6	1, 331. 18	1881	Do.
Charles E. McEuen.....	2	489. 79	1880	Judgment.
D. T. McFarland.....	21	12, 062. 32	1889	Do.
John W. Reeder.....	1	607. 07	1878	Do.
A. L. Reid.....	11	4, 235. 96	1887-88	Do.
Richard Ritter.....	11	3, 197. 61	1882	Do.
E. E. and J. R. Sawyer.....	2	339. 63	1879	Do.
James R. Sawyer.....	7	176. 68	1881	Do.
George S. Scott.....	7	436. 15		Do.
R. C. Sneed.....	9	3, 430. 61	1897-98	Pending.
Joseph T. Stephens.....	1	269. 32	1891	Judgment.
Stewart and Smith.....	5	19, 181. 49	1896-97	Pending.
L. F. Sturtevant.....	3	1, 390. 94	1889	Judgment.
J. P. Stewart.....	1	780. 47	1898	Pending.
A. H. Tevis.....	19	6, 823. 16	1881	Do.
M. A. Thompson.....	1	237. 01	1881	Judgment.
C. W. Underwood.....	6	10, 523. 19	1897	Pending.
Perley and Walter Wason.....	1	3, 069. 53	1886	Judgment.
F. T. Welch.....	4	480. 32	1882	Do.
W. H. Withers.....	(a)	510. 53	1899	Pending.
Stewart Wyatt.....	1	3. 87	1879	Judgment.
Thomas J. Wyatt.....	8	2, 579. 59	1880-81	Do.
Total.....		231, 057. 04		

a Supplies.

RECAPITULATION.

Amount in suit, failing contractors, etc.....	\$231, 057. 04
Amount in suit, late postmasters.....	78, 108. 11
Total amount in suit.....	309, 165. 15

Respectfully,

HENRY A. CASTLE,
Auditor.

The SECRETARY OF THE TREASURY.

REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1903.



REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL.

TREASURY DEPARTMENT, OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 15, 1903.

SIR: In compliance with law I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department as shown by the accounts of this bureau for the fiscal year June 30, 1903.

In a report concurrently submitted to the honorable Secretary of the Treasury I have ventured certain recommendations as to amendments of laws governing the accounting system, to which your attention is also respectfully commended.

These suggestions are based upon the experience of this Office during the six years of my connection with it, confirmed in many cases by the advice of experts who have carefully considered the defects and dangers of present methods. The integrity and efficiency of the entire postal system depends to a greater extent than is usually appreciated upon the promptness and fidelity of the operations of the accounting office. The harmonious cooperation of the two Departments is therefore to be expected in indorsing all improvements which the mature judgment of both may consider necessary.

FINANCIAL STATEMENT.

All expenditures on account of service of last and prior years are stated to September 30, 1903, the audit and payment of the accounts not being completed until that date.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1903.

Postal revenue of the year ended June 30, 1903.....	\$134, 224, 443. 24
Expenditures	138, 491, 466. 27
Excess of expenditures over revenue	4, 267, 023. 03
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under section 3 of the act approved April 21, 1902 (32 Stat. L., 118).....	3, 000, 000. 00
Excess of deficiency over grants.....	1, 267, 023. 03

Amount of balances due from late postmasters on postal accounts closed by "bad debts"	\$3, 375. 47
Amount of balances due from late postmasters on postal accounts closed by "compromise debts"	1, 212. 37
Amount credited to postmasters and late postmasters for loss of postal funds by burglary, fire, etc.	22, 464. 38
Total	27, 052. 22
Amount of balances due to the late postmasters on postal accounts closed to "suspense"	119. 79
Net loss	\$26, 932. 43
Amount to be placed with the Treasurer of the United States ..	1, 293, 955. 46

Service of the fiscal year 1902.

Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury, as shown by the report for the fiscal year 1902	\$567, 944. 86
Expenditures	269, 367. 61
	837, 312. 47
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 3 of the act approved March 3, 1901 (31 Stat. L., 1107)	750, 000. 00
Amount to be placed with the Treasurer of the United States ..	87, 312. 47

Service of the fiscal year 1901.

Balance October 1, 1902	\$191, 909. 94
Expenditures	15, 204. 33
Balance on account of fiscal year 1901	176, 705. 61

Service of the fiscal year 1900.

Balance October 1, 1902, being available for payments under appropriations contained in the deficiency acts approved March 3, 1901, February 14, 1902, and July 1, 1902	\$16, 467. 66
Expenditures	36. 21
Balance on account of fiscal year 1900	16, 431. 45

Service of the fiscal year 1899.

Balance October 1, 1902, being available for payments under appropriations contained in the deficiency act approved March 3, 1901 ..	\$129, 306. 57
Amount certified to the Postmaster-General, certificate No. 47216, and paid to the general Treasury by warrant No. 4432, Washington, dated September 1, 1903	129, 306. 57

Service of the fiscal year 1898.

Balance, October 1, 1902	\$16, 825. 78
Amount certified to the Postmaster-General, certificate No. 67580, and paid to the general Treasury by warrant No. 1649, Washington, dated December 6, 1902	16, 825. 78

Claims, 1900 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency acts approved July 1, 1902, and March 3, 1903	\$3, 955. 50
Expenditures	3, 955. 50

Claims, 1899 and prior years.

Balance available October 1, 1902.....	\$53.51
Expenditures	53.51

Claims, 1897 and prior years.

Balance available October 1, 1902.....	\$6,281.76
Expenditures	4,404.54

Balance available September 30, 1903	1,877.22
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General-revenue account.

Postal revenues for the fiscal year ended June 30, 1903	\$134,224,443.24
Expenditures for service of—	

1903.....	\$138,491,466.27
1902.....	269,367.61
1901.....	15,204.33
1900.....	36.21
1900, and prior years.....	3,955.50
1899, and prior years.....	53.51
1897, and prior years.....	4,404.54

Total expenditures	138,784,487.97
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Excess of expenditures over revenue.....	4,560,044.73
Amount of loss by burglary, fire, bad debts, etc	26,932.43

Deficit for the fiscal year ended June 30, 1903	4,586,977.16
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Grants from the general Treasury:	
Under postal act of March 3, 1901	\$750,000.00
Under postal act of April 21, 1902	3,000,000.00
Under deficiency act of July 1, 1902	800.00
Under deficiency act of March 3, 1903	3,155.50

Total grants.....	3,753,955.50
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Repayments to the general Treasury of excess of grants over actual deficiencies:

On account of 1898	\$16,825.78
On account of 1899	129,306.57

Total repayments	146,132.35
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Net amount received from the general Treasury	3,607,823.15
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Excess of deficit over net amount received from the general Treasury	979,154.01
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Balance standing to the credit of the general-revenue account September 30, 1902	3,226,864.39
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Balance standing to the credit of the general-revenue account September 30, 1903.....	2,247,710.38
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POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being the aggregate revenues at post-offices for the year, less the compensation of postmasters and clerks and contingent office expenses, were:

For the quarter ended—

September 30, 1902.....	\$18,873,351.59
December 31, 1902.....	23,555,495.37
March 31, 1903.....	23,721,678.81
June 30, 1903.....	21,600,522.29

Total	87,751,048.06
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The number of quarterly returns of postmasters received and audited, showing the above revenue, was:

For the quarter ended—	
September 30, 1902.....	\$71, 204
December 31, 1902.....	70, 711
March 31, 1903.....	70, 034
June 30, 1903.....	69, 438
Total.....	281, 387

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and postal cards sold was:

For the quarter ended—	
September 30, 1902.....	\$27, 769, 419. 84
December 31, 1902.....	32, 497, 185. 30
March 31, 1903.....	32, 736, 809. 37
June 30, 1903.....	30, 508, 155. 19
Total.....	123, 511, 549. 70

SECOND-CLASS POSTAGE.

The amount of second-class postage collected from publishers and news agents was:

For the quarter ended—	
September 30, 1902.....	\$1, 132, 341. 82
December 31, 1902.....	1, 309, 928. 27
March 31, 1903.....	1, 323, 332. 33
June 30, 1903.....	1, 329, 777. 20
Total.....	5, 095, 379. 62

LETTER POSTAGE.

The amount of letter postage collected was..... \$186, 426. 83
Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:

Bermuda.....	\$872. 89
Canada.....	12, 332. 91
Costa Rica.....	1, 141. 87
Cuba.....	10, 307. 55
Germany.....	15, 172. 56
Great Britain.....	114, 764. 58
Italy.....	1, 931. 42
Jamaica.....	723. 52
Japan.....	11, 975. 71
Mexico.....	9, 696. 95
Peru.....	4, 855. 94
Philippines.....	54. 08
Portugal.....	188. 74
Queensland.....	94. 67
St. Kitts.....	119. 60
St. Lucia.....	8. 77
Spain.....	103. 25
Switzerland.....	1, 461. 75
Turks Island.....	62. 56
Uruguay.....	45. 38
Victoria.....	454. 99
	186, 366. 59

Balance collected by postmasters..... 57. 24

for "Balances due foreign countries:"

Service of 1903:

Austria	\$19, 108. 58
Belgium	73, 514. 45
Brazil	1, 898. 40
British India	128. 47
Curaçao	534. 83
Denmark	18, 066. 29
Egypt	522. 77
France	32, 512. 33
Great Britain	13. 76
Hongkong	1, 269. 00
International Bureau	1, 019. 54
Netherlands	2, 537. 55
Norway	1, 870. 62
New South Wales	456. 69
Straits Settlements	9. 67
Trinidad	76. 87

153, 539. 82

Service of 1902:

Barbados	\$185. 91
China	52. 06
France	12, 579. 00
	12, 816. 97

Aggregate amount paid 166, 356. 79

MAIL TRANSPORTATION.

The amount charged to "Transportation accrued" and placed to the credit of mail contractors and others for transportation during the fiscal year was:

For railroad and contract service	\$50, 540, 232. 76
For special mail service	37, 238. 79
For mail messenger service	1, 091, 259. 98
For salaries and expenses of the Railway Mail Service	11, 228, 845. 75
For freight, weighing the mails, etc.	417, 274. 96
	\$63, 314, 852. 24

FOREIGN MAIL TRANSPORTATION.

Trans-Atlantic service	1, 343, 063. 61
West Indies, Central and South American service ..	577, 842. 61
Canadian and Newfoundland service	6, 893. 21
Trans-Pacific service	427, 144. 46
Sea post-office service	27, 788. 91
Transfer service at New York	37, 955. 00
Expenses of the postal agency at Shanghai, China ..	4, 867. 63
Miscellaneous expenses	1, 805. 45
	2, 427, 360. 88

Total	65, 742, 213. 12
The amount credited to "Transportation accrued" and charged to railroad companies and mail contractors for over credits, being for fines and deductions, was	239, 824. 33
The amount of fines and deductions remitted was ..	5, 096. 59

Net amount of fines and deductions 234, 727. 74

Net amount of "Transportation accrued"	65, 507, 485. 38
The amount paid during the year was	64, 706, 965. 48

Excess of "Transportation accrued" 800, 519. 90

PACIFIC RAILROAD SERVICE.

The following balances for transportation of mails over Pacific railroads have been certified to the Secretary of the Treasury. The amount is not charged to the appropriation for "Inland mail transportation, railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1903—Central Pacific Railway Company, aided.....	\$629,086.28
Use of postal cars, 1903—Central Pacific Railway Company, aided.....	109,414.48
Total	738,500.76

The following tables show in detail the transactions for the fiscal year ended June 30, 1903:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department under their several heads.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department under their several heads.

No. 3.—Statement showing the condition of the account, with each item, of the appropriation for the service of the Post-Office Department.

No. 4.—Comparative statement of annual postal receipts, by items, for the five fiscal years ended June 30, 1903.

No. 5.—Statement showing quarterly the method of making disbursements on account of the postal service for the five fiscal years ended June 30, 1903.

No. 6.—Comparative statement of quarterly and annual excesses and deficiencies in the postal revenues for the five fiscal years ended June 30, 1903.

No. 7.—Comparative statement of receipts and expenditures of the Post-Office Department from 1836.

No. 8.—Statement showing the gross receipts at the principal post-offices for the fiscal year ended June 30, 1903, compared with the gross receipts for the previous fiscal year.

No. 9.—Tabulation, by States, of the number of fourth-class post-offices according to the amount of postmasters' compensation.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices.

No. 11.—Statement showing the transactions of the money-order offices of the United States.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States.

No. 13.—Statement showing the transfers to and from the money-order account.

No. 14.—Statement showing the money-order transactions with the assistant United States treasurers at New York, N. Y., and Chicago, Ill.

No. 15.—Statement showing the revenue which accrued on money-order transactions.

No. 16.—Statement of assets and liabilities.

No. 17.—Statement showing the principal international money-order transactions.

No. 18.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to European countries, including India, Turkey in Asia, and South Africa.

No. 19.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to foreign countries, other than European, by steamship lines.

No. 20.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to countries other than European.

No. 21.—Statement showing the weight of foreign closed mails retransported by sea and the amounts accruing to steamship companies for their conveyance.

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No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1903.

Appropriations.	Quarters ended—				Expended on account of 1903.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1902.	Dec. 31, 1902.	Mar. 31, 1903.	June 30, 1903.			
<i>Office of the Postmaster-General.</i>							
Advertising.....	\$1,698.57	\$256.23	\$604.84	\$620.77	\$3,170.41	\$392.44	\$3,562.85
Miscellaneous items.....	23.27	112.95	38.78	156.96	764.15	764.15	1,096.11
Postal laws and regulations.....	51,826.48				51,826.48		51,826.48
New territory and military postal service.....						142.56	142.56
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation to postmasters.....	5,257,773.65	5,440,474.03	5,525,894.78	5,397,641.58	21,681,724.04	27.42	21,681,751.46
Compensation to assistant postmasters—first and second class offices.....	405,861.02	405,507.10	405,423.51	405,988.49	1,622,780.12		1,622,780.12
Compensation to clerks in post-offices.....	4,235,843.30	4,292,241.25	4,305,906.21	4,307,260.35	17,140,651.11		17,144,117.05
Rent, light, and fuel for first, second, and third class offices.....	558,983.63	578,081.86	594,051.51	629,551.51	2,360,668.51	3,455.95	2,364,124.46
Miscellaneous items at first and second class offices.....	102,498.95	61,908.97	50,425.91	41,787.15	256,629.98	8,111.83	264,741.81
Advertising at first and second class offices.....	6,015.53	6,492.46	6,115.06	6,008.11	24,632.16	4,279.91	28,912.06
Cancelling machines.....	47,896.24	51,134.52	49,409.70	47,373.00	196,803.46	30.27	196,833.73
Compensation to assistant superintendents, salary and Allowance Division.....	3,500.00	3,500.00	3,664.84	3,835.16	14,000.00	4,111.15	18,111.15
Per diem of assistant superintendents, salary and Allowance Division.....	1,718.05	1,851.02	2,095.03	1,863.35	7,623.45		7,623.45
City free-delivery service.....	4,914,356.88	4,885,553.12	4,752,071.25	4,884,699.74	19,387,986.00	4,922.70	19,392,908.70
Rural free-delivery service.....	1,724,964.72	1,671,866.74	2,079,366.55	2,385,917.37	8,011,635.46	90,288.87	8,101,924.33
Stationery for postal service.....	15,344.20	15,396.95	27,446.57	6,572.94	68,760.66	40.85	68,801.51
Wrapping twine.....	34,475.92	31,698.81	35,039.28	31,421.46	132,635.47		132,635.47
Wrapping paper.....	21,119.94	8,407.00	10,308.10	389,835.04	399,655.04		399,655.04
Letter balances, scales, and test weights.....	3,292.93	2,650.19	6,682.88	438.80	13,254.80		13,254.80
Postmarking and mailing stamps.....	14,370.62	10,066.54	12,297.34	6,948.45	42,572.95		42,572.95
Rubber stamps and type.....	1,027.92	983.67	1,267.43	763.44	4,012.46	1.00	4,013.46
Packing boxes, sawdust, etc.....	474.78	316.70	470.80	220.82	1,492.60		1,492.60
Printing facing slips, slide labels, etc.....	8,308.96	17,801.34	16,359.34	4,297.83	46,862.47	2,799.80	49,662.27
Blanks, etc., for money-order service.....	82,980.94	84,914.34	39,967.72	4,316.20	112,175.20		112,175.20
Rubber and metal stamps for money-order service.....	1,320.03	2,273.84	2,442.92	1,558.68	7,600.47		7,600.47
Copying presses and typewriters for money-order service.....	15,215.16	1,286.30	2,663.23	1,566.07	19,751.76	184.85	19,936.61
Exchange, stationery, and miscellaneous for money-order service.....							
Miscellaneous items.....	1,869.50	3,020.72	3,041.38	1,838.86	9,270.46	380.37	9,650.83
Payment of money orders more than one year old.....	5.00	116.60	67.50	125.10	314.20		314.20
	81,816.27	44,869.30	82,275.51	82,629.60	141,390.68		141,390.68
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation—star.....	1,659,312.58	1,515,524.90	1,622,468.94	1,662,513.03	6,561,819.35	63,580.46	6,625,399.81
Inland mail transportation—steamboat.....	137,844.74	141,135.73	139,552.41	166,398.20	634,937.09	35,002.48	669,939.56

Appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$7,000.00	\$3,170.41	\$3,829.59
Miscellaneous items	1,000.00	331.96	668.04
Postal laws and regulations	57,036.57	51,826.48	5,210.09
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters			
Compensation to assistant postmasters, first and second class offices	a 20,974,775.97	21,631,724.04	b 656,948.07
Compensation to clerks in post-offices	1,701,500.00	1,622,730.12	
Rent, light, and fuel for first, second, and third class offices	a 17,165,024.08	17,140,651.11	
Miscellaneous items at first and second class offices	2,400,000.00	2,380,968.91	c 130,117.29
Advertising at first and second class offices	250,000.00	256,620.98	
Cancelling machines	25,000.00	24,632.16	
Compensation to assistant superintendents, salary and allowance division	190,000.00	196,808.46	
Per diem of assistant superintendents, salary and allowance division	14,000.00	14,000.00	
City free-delivery service	10,220.00	7,623.46	2,596.54
Rural free-delivery service	19,505,450.00	19,837,966.00	167,464.00
Stationery for postal service	8,064,400.00	8,011,635.48	42,764.52
Wrapping twine	70,000.00	68,760.66	1,239.34
Wrapping paper	135,000.00	132,635.47	2,364.53
Letter balances, scales, and test weights	40,000.00	39,835.04	164.96
Postmarking and rating stamps	15,000.00	18,254.80	1,745.20
Rubber stamps and type	45,000.00	42,572.95	2,427.05
Packing boxes, sawdust, etc	5,000.00	4,012.46	987.54
Printing facing slips, slide labels, etc	1,500.00	1,432.60	17.40
Blanks, etc., for money-order service	50,000.00	46,862.47	3,137.53
Rubber and metal stamps for money-order service	115,000.00	112,179.20	2,820.80
Copying presses and typewriters for money-order service	8,000.00	7,600.47	399.53
Exchange, stationery, and miscellaneous for money-order service	20,000.00	19,751.76	248.24
Miscellaneous items	15,000.00	9,270.46	5,729.54
Payment of money orders more than one year old	1,000.00	314.20	685.80
	141,390.68	141,390.68	
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation—star	6,715,000.00	6,561,819.35	153,180.65
Inland mail transportation—steamboat	676,000.00	634,967.08	41,032.92
Mail-messenger service	1,098,000.00	1,091,259.98	6,740.02
Pneumatic-tube service	500,000.00	142,867.04	357,132.96
Wagon service	875,000.00	828,707.93	46,292.07
Mail bags	275,000.00	274,219.71	780.29
Mail locks and keys	43,000.00	42,534.83	465.67
Mail bag repair shop	8,500.00	8,460.23	39.77
Inland mail transportation—railroad	36,260,000.00	36,196,116.18	64,883.82
Railway post-office car service	5,104,960.00	5,033,464.22	71,495.78
Railway mail service	11,822,540.00	11,228,845.75	93,694.25
Inland mail transportation—electric and cable cars	450,000.00	440,420.41	9,579.59
Inland mail transportation—special facilities on trunk lines	167,728.75	122,347.18	45,381.57
Miscellaneous items	1,000.00	995.46	4.54
Transportation of foreign mails	2,587,000.00	2,427,160.36	159,839.64
Balance due foreign countries	170,000.00	158,539.82	16,460.18
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	346,000.00	336,437.10	9,562.90
Distribution of postage stamps	12,000.00	11,945.05	54.95
Manufacture of stamped envelopes and newspaper wrappers	756,000.00	724,787.37	31,212.63
Distribution of stamped envelopes and newspaper wrappers	20,000.00	19,825.72	174.28
Manufacture of postal cards	205,000.00	188,865.98	16,134.02
Distribution of postal cards	18,000.00	10,883.10	7,116.90
Registered package, tag, official, and dead-letter envelopes	162,000.00	150,754.82	11,245.18
Ship, steamboat, and way letters	1,000.00	304.36	695.64
Indemnities for losses by registered mail	12,000.00	948.82	11,051.18
Blanks, etc., for registry system	20,000.00	13,467.20	6,532.80
Special counsel—suits, second-class mailing privilege	25,000.00	682.49	24,317.51
Miscellaneous items	1,000.00	634.89	365.11

a \$26,224.03 of the appropriation for "Compensation to postmasters," saved by the consolidation of post-offices, was transferred to the appropriation for "Compensation to clerks in post-offices."

b Expended in excess of appropriation.

c A per cent of these appropriations are available interchangeably, but no appropriation can be exceeded more than 5 per cent.

No. 6.—*Comparative statement of quarterly and annual excesses and deficiencies in postal revenues for the five fiscal years ended June 30, 1903.*

Period.	Excess.	Deficiency.	Loss by "bad debts," etc., for fiscal year.	Net deficit for fiscal year.
<i>Fiscal year 1899.</i>				
Quarter ended—				
September 30, 1898		\$3,639,863.53		
December 31, 1898		587,909.46		
March 31, 1899		404,483.65		
June 30, 1899		1,978,520.11		
			\$19,358.85	\$6,630,135.60
<i>Fiscal year 1900.</i>				
Quarter ended—				
September 30, 1899		3,636,827.90		
December 31, 1899		350,051.47		
March 31, 1900	\$208,767.08			
June 30, 1900		1,598,576.41		
			24,669.40	5,410,858.10
<i>Fiscal year 1901.</i>				
Quarter ended—				
September 30, 1900		3,998,980.87		
December 31, 1900	272,127.86			
March 31, 1901	831,550.04			
June 30, 1901		1,038,424.01		
			57,798.23	3,981,520.71
<i>Fiscal year 1902.</i>				
Quarter ended—				
September 30, 1901		3,733,810.52		
December 31, 1901	996,012.19			
March 31, 1902	797,656.28			
June 30, 1902		997,507.76		
			23,520.10	2,961,169.91
<i>Fiscal year 1903.</i>				
Quarter ended—				
September 30, 1902		3,863,806.96		
December 31, 1902	646,604.27			
March 31, 1903	500,440.82			
June 30, 1903		1,843,282.86		
			26,982.43	4,566,977.16

No. 8.—Statement showing the gross receipts of the principal post-offices (over \$200,000) for the fiscal year ended June 30, 1903, compared with the gross receipts for the previous fiscal year.

Office.	Gross receipts.		Population, 1900.
	Fiscal year ended June 30, 1903.	Fiscal year ended June 30, 1902.	
New York, N. Y. (Manhattan and Bronx)	\$13,012,777.91	\$11,670,877.10	2,050,600
Chicago, Ill.	9,211,557.64	8,570,437.75	1,698,575
Philadelphia, Pa.	4,335,358.94	4,151,809.22	1,238,997
Boston, Mass.	3,953,488.21	3,608,342.15	560,892
St. Louis, Mo.	2,975,810.60	2,408,770.67	575,238
Brooklyn, N. Y. (Brooklyn, Queens, and Richmond)	1,889,662.75	1,612,878.82	1,386,602
Cincinnati, Ohio.	1,406,803.48	1,480,449.06	325,802
Baltimore, Md.	1,439,220.62	1,322,954.88	508,957
Pittsburg, Pa.	1,407,109.68	1,214,018.28	321,616
San Francisco, Cal.	1,368,425.22	1,201,840.01	342,782
Cleveland, Ohio.	1,256,329.36	1,137,190.97	381,768
Buffalo, N. Y.	1,118,321.08	1,030,645.40	352,387
Kansas City, Mo.	1,101,837.91	926,108.17	163,752
Detroit, Mich.	1,033,550.18	942,560.28	285,704
Minneapolis, Minn.	1,023,195.95	893,109.41	202,718
Milwaukee, Wis.	894,528.01	780,218.80	285,315
Washington, D. C.	869,681.29	820,990.48	278,718
St. Paul, Minn.	708,968.27	626,545.30	163,065
Indianapolis, Ind.	683,874.98	555,799.53	169,164
Rochester, N. Y.	619,785.95	531,824.16	162,606
Louisville, Ky.	618,801.54	553,673.12	204,731
New Orleans, La.	606,099.59	538,325.52	287,104
Denver, Colo.	604,301.55	567,952.41	133,859
Newark, N. J.	577,771.51	525,396.43	246,070
Columbus, Ohio.	524,950.57	483,929.61	125,560
Omaha, Nebr.	490,208.16	438,711.72	102,555
Providence, R. I.	485,175.06	447,400.92	175,597
Atlanta, Ga.	477,047.45	415,392.04	89,872
Toledo, Ohio.	462,359.29	382,442.17	131,822
Los Angeles, Cal.	448,726.94	352,183.73	102,479
Des Moines, Iowa.	440,650.20	386,436.74	62,139
Richmond, Va.	348,337.29	316,797.22	85,050
Syracuse, N. Y.	339,375.87	314,071.08	108,374
Hartford, Conn.	323,498.02	300,389.46	79,850
Dayton, Ohio.	322,599.41	278,394.94	85,333
Memphis, Tenn.	319,263.24	273,791.49	102,320
New Haven, Conn.	318,707.18	318,116.85	108,027
Albany, N. Y.	312,710.91	296,737.16	94,151
Seattle, Wash.	310,357.47	244,222.12	80,671
Portland, Oreg.	301,439.77	258,465.69	90,426
Nashville, Tenn.	298,440.06	261,119.74	80,865
Grand Rapids, Mich.	297,339.79	269,095.07	87,565
Jersey City, N. J.	297,322.89	279,728.84	206,433
Worcester, Mass.	286,471.91	272,615.16	118,421
Springfield, Mass.	276,580.08	243,274.19	62,069
Dallas, Tex.	270,790.68	246,795.91	42,638
Scranton, Pa.	262,735.80	232,879.43	102,026
Allegheny, Pa.	234,952.21	218,022.19	129,896
Racine, Wis.	226,785.56	218,672.60	29,102
Portland, Me.	208,248.21	189,813.13	50,145
St. Joseph, Mo.	208,158.52	182,604.41	102,979
Peoria, Ill.	202,245.81	185,409.48	56,100

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Alexander City.....	3	\$8,550.62	\$1,700.00	\$800.00	\$278.64	\$10.80	.....	\$2,286.44	\$1,261.08	64	Presidential, Apr. 1, 1903.
Andalusia.....	3	666.88	276.00	37.50	37.50	2.56	.....	352.56	814.27	53	
Annisson.....	2	21,880.77	2,500.00	8,300.00	425.00	688.22	\$6,184.06	12,942.28	8,418.49	61	
Athens.....	3	3,612.39	1,400.00	190.00	180.00	12.24	.....	1,782.24	1,880.15	49	
Attalla.....	3	2,691.78	1,000.00	100.00	125.00	12.44	.....	1,987.44	754.29	72	
Auburn.....	3	3,611.07	1,400.00	80.00	250.00	18.82	.....	1,698.32	1,912.75	47	
Bessemer.....	2	11,142.17	2,200.00	2,000.00	582.50	83.05	568.16	6,673.70	6,468.47	51	
Birmingham.....	3	179,707.20	8,400.00	25,238.40	460.00	2,856.32	27,476.68	66,985.35	122,721.85	32	In Government building.
Blount.....	3	3,127.14	1,400.00	25,238.40	186.00	19.44	.....	1,596.44	1,581.70	51	
Brown.....	3	8,991.99	1,500.00	60.00	202.50	16.56	.....	1,781.48	2,210.51	46	
Citronelle.....	3	1,296.48	650.00	20.00	46.75	8.76	.....	622.51	2,244.79	47	
Cullman.....	3	4,278.77	1,500.00	820.00	192.26	16.72	.....	2,028.98	2,224.77	36	
Decatur.....	3	6,237.76	1,700.00	160.00	300.00	64.27	.....	2,224.27	4,013.49	37	
Demopolis.....	3	6,197.27	1,700.00	200.00	158.00	23.28	.....	2,081.28	4,115.99	34	
Dothan.....	3	6,485.77	1,700.00	500.00	290.00	60.88	.....	2,640.88	3,944.89	39	
Ensley.....	3	8,891.49	1,900.00	600.00	883.45	67.36	.....	2,950.81	5,440.68	35	
Eufaula.....	3	7,137.17	1,800.00	200.00	280.86	46.92	.....	2,826.78	4,310.39	33	
Evans.....	3	8,200.94	1,500.00	280.00	92.40	16.88	.....	1,896.28	1,311.66	59	
Evergreen.....	3	3,796.79	1,500.00	500.00	242.60	16.80	.....	2,259.40	1,537.39	59	
Florence.....	2	10,074.49	2,200.00	1,999.99	862.08	149.82	2,808.97	8,006.86	2,068.63	79	
Fort Payne.....	3	1,918.34	1,000.00	300.00	163.00	7.12	.....	1,469.12	449.22	77	
Gadsden.....	3	10,828.88	1,900.00	800.00	409.65	61.92	.....	2,821.57	7,507.31	27	
Greensboro.....	3	8,919.09	1,500.00	450.00	390.00	28.84	.....	1,908.84	2,015.25	49	
Greenville.....	3	4,911.83	1,600.00	.....	800.00	82.25	.....	2,782.25	2,179.58	58	
Huntsville.....	2	18,947.20	2,500.00	.....	900.00	142.72	6,281.48	12,474.46	6,472.74	66	
Jackson.....	3	1,168.24	500.00	.....	49.10	1.76	.....	672.88	1,561.51	57	
Jacksonville.....	3	2,613.65	1,200.00	84.75	183.56	8.48	.....	1,476.79	1,186.76	57	
Jasper.....	3	6,639.08	1,400.00	150.00	168.15	17.04	.....	1,725.19	1,913.89	57	
Lafayette.....	3	2,413.98	1,100.00	60.00	100.00	17.60	.....	1,277.60	1,184.38	58	
Livingston.....	3	2,706.58	1,200.00	12.50	129.60	9.68	.....	1,361.78	1,364.80	50	
Marion.....	3	4,813.13	1,500.00	76.00	186.00	19.84	.....	1,783.94	2,984.29	41	
Mobile.....	1	100,809.97	3,300.00	16,776.24	129.25	1,172.83	18,439.86	39,688.43	61,121.54	39	In Government building.
Montevallo.....	3	2,325.66	1,100.00	.....	.....	13.76	.....	1,243.01	1,083.65	58	Do.
Montgomery.....	1	88,236.94	3,200.00	13,100.92	380.00	1,086.68	14,227.82	31,583.92	61,625.02	38	
New Decatur.....	3	6,664.12	1,800.00	.....	380.00	71.94	.....	2,201.94	4,462.18	33	
Opelika.....	2	10,196.20	2,000.00	1,941.89	450.00	63.44	.....	4,484.83	6,718.37	44	
Oxford.....	3	2,225.37	1,100.00	800.00	140.00	11.44	.....	1,641.44	563.93	74	
Ozark.....	1	2,876.89	1,200.00	300.00	174.70	10.80	.....	1,685.50	1,198.39	59	
Pratt City.....	3	8,860.83	1,500.00	.....	265.50	36.08	.....	1,821.58	2,068.76	47	
Prattville.....	3	1,068.95	1,100.00	50.00	106.79	8.24	.....	1,814.08	1,189.82	52	
Roanoke.....	3	1,276.74	600.00	150.00	111.50	6.52	.....	867.02	409.72	68	Presidential, Jan. 1, 1903.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ARKANSAS.											
Arkadelphia.....	3	\$5,882.40	\$1,700.00	\$300.00	\$282.00	\$20.48	.....	\$2,502.48	\$3,329.92	43	
Arkansas City.....	3	2,099.42	1,300.00	150.00	160.00	7.68	.....	1,617.68	481.74	77	
Augusta.....	3	2,978.12	1,200.00	40.00	170.00	7.44	.....	1,417.44	1,560.68	48	
Batesville.....	3	6,320.14	1,700.00	300.00	216.00	13.60	.....	2,229.60	4,090.54	35	
Bentonville.....	3	4,179.77	1,500.00	300.00	214.96	7.84	.....	2,022.79	2,156.98	48	
Black Rock.....	3	2,223.88	1,100.00	50.00	200.00	8.88	.....	1,358.88	865.00	61	
Brinkley.....	3	4,198.71	1,400.00	180.00	277.68	19.46	.....	1,877.60	2,322.11	45	
Camden.....	3	9,000.81	1,900.00	200.00	.....	26.48	.....	2,126.48	6,873.88	24	In Government building.
Clarendon.....	3	3,617.68	1,400.00	80.00	283.80	10.72	.....	1,724.62	1,793.16	50	
Clarksville.....	3	3,177.69	1,300.00	600.00	166.00	4.40	.....	2,070.40	1,107.29	66	
Conway.....	3	4,243.19	1,500.00	300.00	272.00	8.82	.....	2,080.82	2,262.87	48	
Dardanelle.....	3	2,156.66	1,100.00	70.00	126.25	13.44	.....	1,309.69	846.86	61	
De Queen.....	3	3,688.06	1,400.00	300.00	248.00	4.96	.....	1,962.96	1,545.09	56	
Devall Bluff.....	3	3,683.30	1,400.00	160.00	288.00	6.16	.....	1,884.16	2,099.14	47	
Eldorado.....	3	3,684.14	275.00	10.00	24.75	1.36	.....	311.11	223.08	58	Presidential Apr. 1, 1903.
Elk River.....	3	3,608.30	1,300.00	500.00	199.15	8.48	.....	2,007.63	1,500.67	57	
Eureka Springs.....	2	8,388.29	2,000.00	1,582.97	240.99	48.82	.....	3,822.28	4,516.01	46	
Fayetteville.....	2	12,849.63	2,800.00	2,775.00	560.00	39.54	.....	5,664.64	7,285.09	44	
Fordeye.....	3	4,447.58	1,500.00	80.00	183.96	6.16	.....	1,770.14	2,677.44	40	
Forrest City.....	3	4,910.38	1,600.00	150.00	300.00	13.44	.....	2,063.44	2,846.94	42	
Fort Smith.....	2	43,187.06	2,900.00	9,185.18	.....	422.82	\$3,292.79	21,800.29	21,886.77	50	In Government building.
Fort Sumner.....	3	2,789.66	1,400.00	150.00	220.00	6.56	.....	1,776.56	1,013.10	64	
Hamburg.....	3	4,914.83	1,600.00	600.00	288.00	8.72	.....	2,496.72	2,418.11	51	Do.
Harrison.....	2	6,921.19	1,700.00	2,500.00	.....	48.36	.....	4,846.36	7,478.20	39	
Hope.....	3	5,645.47	1,900.00	8,262.73	246.80	17.36	.....	2,563.16	3,386.03	43	
Hof Springs.....	2	34,848.47	2,800.00	8,262.73	967.04	1,041.63	7,208.96	20,290.25	14,553.22	58	
Huntington.....	2	2,025.20	1,100.00	80.00	152.00	4.96	.....	1,386.96	688.24	66	
Jonesboro.....	2	12,006.11	2,300.00	2,500.00	100.00	57.64	.....	4,967.64	7,247.57	41	
Junction.....	3	2,788.60	1,100.00	300.00	226.00	3.76	.....	1,629.76	1,106.74	60	
Lake Village.....	3	542.79	275.00	10.00	49.00	1.44	.....	385.44	207.35	37	Presidential Apr. 1, 1903.
Little Rock.....	1	116,038.60	3,300.00	17,381.32	247.28	1,329.00	20,619.47	42,777.07	73,266.53	62	In Government building.
Lonoke.....	3	2,896.86	1,400.00	223.92	152.00	4.08	.....	1,786.00	1,110.86	62	
Magnolia.....	3	3,273.90	1,300.00	200.00	98.00	6.62	.....	1,599.32	1,674.58	49	
Malvern.....	3	8,759.47	1,800.00	800.00	176.75	9.68	.....	1,785.43	1,974.04	47	
Mammoth Spring.....	3	2,226.46	1,100.00	250.00	164.00	3.76	.....	1,617.76	807.69	66	
Marianna.....	3	4,196.05	1,500.00	70.00	800.00	8.80	.....	1,878.80	2,316.25	45	
Mena.....	3	6,031.62	1,700.00	800.00	850.00	18.24	.....	2,968.24	3,663.58	39	
Monticello.....	3	4,066.06	1,500.00	170.00	283.87	9.62	.....	1,963.89	2,092.66	48	
Morrilton.....	3	3,849.63	1,500.00	200.00	265.67	10.16	.....	1,976.78	1,873.80	59	
Nashville.....	3	3,046.04	1,800.00	400.00	76.00	3.36	.....	1,776.36	1,266.68	58	
New Lewisville.....	3	596.41	275.00	15.00	19.50	1.20	.....	310.70	284.71	52	Presidential Apr. 1, 1903.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Eastland	3	\$3,728.59	\$825.00	.....	\$145.15	\$9.68	.....	\$979.83	\$2,748.76	26	Presidential, Oct. 1, 1902.
Escondido	3	5,243.80	1,400.00	.....	205.00	5.52	.....	1,760.52	1,432.87	54	
Esna Mills	3	2,943.80	1,100.00	.....	148.00	5.52	.....	1,548.56	1,395.24	65	
Eureka	3	17,941.73	2,400.00	2,949.20	329.15	101.94	\$2,880.21	6,680.50	9,261.23	48	
Ferndale	3	8,388.44	1,400.00	.....	166.00	13.83	.....	1,779.33	1,609.11	53	
Folsom City	3	2,637.72	1,100.00	.....	198.00	5.63	.....	1,351.63	1,276.09	52	
Fort Bragg	3	5,281.02	1,300.00	.....	198.00	2.00	.....	1,578.00	1,703.02	48	
Fresno	3	49,286.03	3,000.00	7,300.00	800.00	564.74	7,966.16	19,650.99	29,635.13	40	
Fruitvale	3	3,702.28	1,300.00	.....	165.00	83.04	.....	1,536.99	2,165.29	42	
Fullerton	3	4,088.42	1,400.00	.....	165.00	8.16	.....	1,578.16	2,510.26	38	
Gilroy	3	5,689.51	1,700.00	.....	299.00	20.16	.....	2,239.16	3,450.35	39	
Grass Valley	3	10,521.90	2,200.00	.....	720.00	23.27	.....	5,880.83	5,160.97	51	
Gridley	3	11,575.88	2,750.00	2,417.66	106.08	1.36	.....	8,822.27	6,783.11	53	
Hanford	3	11,577.90	2,300.00	2,900.00	490.00	56.04	8,024.14	8,780.19	2,817.72	76	Do.
Haywards	3	4,971.80	1,600.00	.....	284.00	26.43	.....	1,930.43	3,041.37	39	
Healdsburg	3	7,202.66	1,800.00	.....	333.00	43.71	.....	2,293.71	4,908.95	31	
Highland	3	2,164.77	1,000.00	.....	165.00	4.16	.....	1,299.16	9,895.61	59	
Hollister	3	5,766.50	1,700.00	.....	229.00	14.88	.....	1,943.88	3,822.62	34	
Ione	3	1,971.56	1,000.00	.....	121.00	2.43	.....	1,123.43	8,848.06	57	
Jackson	3	4,541.60	1,600.00	.....	250.00	6.83	.....	2,056.83	2,484.77	45	
Kern	3	3,574.64	1,500.00	.....	309.86	33.28	.....	2,143.28	1,431.36	60	
Lakeport	3	2,543.74	1,200.00	.....	174.00	2.96	.....	1,576.96	1,066.78	62	
Lemoore	3	2,253.44	1,000.00	.....	96.00	13.49	.....	1,112.49	1,140.95	50	
Lincoln	3	4,098.67	1,600.00	.....	328.00	14.64	.....	1,578.76	1,520.91	51	
Livermore	3	3,965.96	1,400.00	.....	292.86	9.92	.....	2,102.64	2,565.66	46	
Lodi	3	3,253.49	1,300.00	.....	145.00	6.12	.....	1,842.87	2,128.11	45	
Lompoc	3	14,964.85	2,100.00	2,354.62	900.00	349.17	1,238.97	6,977.76	8,027.09	46	
Long Beach	3	448,736.84	3,800.00	78,078.38	4,445.16	6,812.31	96,169.24	189,335.09	259,421.85	42	
Los Angeles	3	7,059.83	1,800.00	.....	60.00	35.52	.....	1,975.52	5,084.31	28	In Government building.
Los Angeles	3	5,964.72	1,800.00	.....	460.00	13.76	.....	2,623.76	3,040.96	26	
Madera	3	5,423.13	1,900.00	.....	292.00	15.92	.....	2,107.92	3,315.21	39	
Marysville	3	12,844.74	2,300.00	2,702.20	500.00	163.12	2,927.69	5,583.01	3,751.73	70	
Menlo Park	3	2,838.12	1,100.00	.....	168.00	12.48	.....	1,290.48	1,022.64	56	
Merced	3	7,472.80	1,900.00	.....	86.49	23.12	.....	2,289.61	5,283.19	30	
Modesto	3	6,954.15	1,700.00	.....	400.00	21.76	.....	2,131.76	4,822.39	31	
Monterey	3	8,749.83	1,300.00	.....	223.00	15.20	.....	1,538.20	2,211.63	41	
Monterey View	3	5,942.87	1,600.00	.....	338.65	29.76	.....	2,258.41	3,684.46	36	
Napa	3	2,797.23	1,100.00	.....	115.15	8.16	.....	1,223.31	1,563.92	44	
Napa	3	18,007.19	2,800.00	2,561.14	545.00	202.04	2,802.88	7,910.51	5,096.68	61	
National City	3	1,907.45	1,000.00	.....	15.10	4.00	.....	1,059.10	948.35	55	

Needles	4,314.80	1,500.00	100.00	173.00	20.09	.....	1,798.09	2,621.11	42
Nevada City	8,896.40	2,000.00	2,012.00	940.00	19.44	.....	4,571.44	4,825.46	51
Newcastle	3,466.47	1,500.00	40.00	223.00	2.24	.....	1,705.24	1,701.28	51
Newman	2,884.79	1,300.00	.....	199.00	3.36	.....	1,462.36	1,422.43	51
Oakdale	3,254.79	1,400.00	250.00	172.00	6.24	.....	1,446.24	1,956.76	58
Oakland	144,021.74	3,400.00	31,852.64	4,111.25	2,784.21	42,413.94	84,062.09	60,409.65	58
Oaklandpark	4,869.89	1,100.00	50.00	200.00	29.76	.....	1,879.76	2,990.13	52
Ontario	8,294.33	1,400.00	60.00	256.00	13.92	.....	2,039.92	3,234.41	39
Orange	8,749.35	1,400.00	60.00	256.00	13.92	.....	2,116.92	2,233.46	43
Oranville	8,776.54	1,500.00	630.00	256.00	25.36	.....	2,811.36	5,706.18	38
Oxnard	16,857.32	1,700.00	400.00	240.00	13.60	.....	1,955.60	4,921.32	28
Pacific Grove	14,857.35	1,700.00	400.00	240.00	13.60	.....	2,434.16	12,003.20	16
Palo Alto	10,517.84	2,000.00	2,132.96	772.39	67.57	.....	4,962.92	6,324.92	46
Pasadena	4,735.41	2,500.00	8,294.83	769.38	69.88	10,671.21	23,292.80	21,463.11	52
Paso Robles	4,062.63	1,500.00	30.00	944.00	13.52	.....	1,867.52	2,225.13	46
Petalum	12,048.33	2,500.00	2,800.00	940.00	232.44	1,986.71	7,809.15	4,739.38	51
Placerville	6,948.46	1,700.00	580.00	331.00	13.52	.....	2,624.52	3,245.95	46
Pleasanton	8,119.93	1,400.00	.....	186.00	6.36	.....	1,662.36	1,617.57	51
Point Richmond	12,703.11	2,300.00	.....	38.00	118.26	.....	9,744.40	2,867.11	46
Porterville	12,703.15	2,300.00	2,700.00	720.00	118.26	.....	9,744.40	2,958.15	77
Porterville	5,570.54	1,700.00	200.00	254.00	8.36	.....	2,140.36	3,729.98	38
Red Bluff	9,421.59	1,100.00	425.00	215.00	91.52	.....	1,525.52	5,798.23	44
Redding	11,243.08	2,300.00	1,640.76	680.00	52.32	148.35	5,380.67	5,332.11	46
Redlands	24,531.33	2,500.00	2,300.00	936.97	314.52	4,783.19	15,490.17	11,958.40	47
Redondo City	4,813.36	1,700.00	160.00	273.00	9.96	.....	2,037.08	2,761.93	43
Redwood	2,618.21	1,600.00	.....	100.00	5.44	.....	1,193.44	2,701.93	43
Riverdale	2,646.24	1,600.00	130.00	130.00	5.44	.....	1,193.44	2,701.93	43
Riverdale	2,646.24	1,600.00	130.00	130.00	5.44	.....	1,193.44	2,701.93	43
Rocklin	11,938.00	2,500.00	5,131.23	80.25	5.92	.....	14,588.17	11,591.73	56
Rocklin	11,938.00	2,500.00	5,131.23	80.25	5.92	.....	14,588.17	11,591.73	56
St Helena	9,433.89	1,700.00	18,183.68	239.00	10.16	21,441.25	44,398.72	67,513.29	40
Salinas	9,433.89	1,700.00	2,127.40	490.00	131.59	.....	1,898.16	5,448.73	48
San Bernardino	17,081.59	2,400.00	2,520.17	490.00	337.97	4,418.94	10,746.08	8,319.13	63
San Diego	45,165.20	2,000.00	9,845.83	111.96	600.97	12,194.41	24,041.95	20,223.72	55
San Francisco	1,368,435.22	6,000.00	885,950.38	21,528.25	21,097.36	277,946.41	662,537.97	705,493.43	48
San Francisco	2,643.06	1,200.00	85.00	63.00	4.32	.....	1,260.14	1,954.65	54
San Jose	2,940.37	1,300.00	15.00	286.31	4.44	.....	1,605.77	2,954.65	54
San Jose	66,664.15	3,200.00	15,284.66	286.31	4.44	.....	1,605.77	2,954.65	54
San Jose	66,664.15	3,200.00	15,284.66	286.31	4.44	.....	1,605.77	2,954.65	54
San Leandro	10,499.02	2,000.00	1,542.12	512.00	18.16	20,841.59	39,819.60	26,844.55	60
San Mateo	6,259.84	1,600.00	.....	512.00	18.16	.....	1,830.16	2,908.68	60
San Mateo	6,259.84	1,600.00	.....	512.00	18.16	.....	1,830.16	2,908.68	60
San Pedro	4,649.43	1,300.00	50.00	202.00	34.37	.....	1,486.32	4,372.90	36
San Rafael	11,998.13	2,300.00	1,917.66	354.00	19.36	.....	1,689.36	2,980.13	36
Santa Ana	13,677.86	2,300.00	3,106.26	541.00	203.46	983.55	5,910.08	5,988.05	50
Santa Clara	27,477.68	2,400.00	8,435.31	590.00	818.95	8,071.57	14,568.15	12,909.51	53
Santa Clara	8,363.68	1,700.00	4,435.31	300.00	45.68	6,383.94	2,045.68	6,313.00	24
Santa Clara	17,774.51	2,400.00	3,320.76	660.00	240.45	.....	12,092.28	5,989.08	68
Santa Clara	8,826.68	1,500.00	40.00	212.00	5.60	5,461.06	2,440.72	2,069.08	46
Santa Maria	6,781.13	1,700.00	300.00	400.00	9.68	.....	2,065.28	8,840.41	36
Santa Monica	5,085.50	1,700.00	.....	355.60	9.68	.....	2,065.28	8,840.41	36
Santa Paula	17,923.97	2,500.00	8,700.00	592.00	265.00	4,539.97	11,577.97	8,946.00	41
Sausalito	5,677.96	1,600.00	.....	200.50	25.12	.....	1,825.62	3,862.38	52

Presidential Apr. 1, 1908.

Presidential Jan. 1, 1908.
In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Sebastopol.....	3	\$3,441.57	\$1,300.00	\$230.00	\$6.92	\$1,535.92	\$1,905.75	45	In Government building.
Selma.....	3	5,383.85	1,600.00	.....	220.50	9.20	.....	1,829.70	3,504.15	34
Sisson.....	3	3,309.38	1,400.00	\$120.00	118.00	6.72	.....	1,644.72	1,664.66	50
Soldiers' Home.....	3	2,349.68	1,000.00	.....	.....	6.40	.....	1,506.40	843.28	64
Sonoma.....	3	2,192.96	1,100.00	.....	175.00	8.56	.....	1,298.56	909.40	59
Sonoma.....	3	5,586.90	1,700.00	210.00	204.21	14.24	.....	2,157.52	3,879.38	39
South Pasadena.....	3	4,558.42	1,000.00	420.00	104.21	13.52	.....	1,638.45	3,019.97	34
Stanford University.....	3	5,910.64	2,900.00	.....	400.00	44.24	.....	2,044.24	8,866.15	35
Stockton.....	2	42,512.43	4,900.00	7,685.00	220.11	521.88	\$11,889.29	22,716.28	19,886.15	55	
Suisun City.....	3	4,028.41	1,400.00	540.00	255.00	11.76	.....	2,208.76	1,821.65	55
Susanville.....	3	2,665.34	1,100.00	150.00	144.00	2.64	1,396.64	1,268.70	52	Presidential Jan. 1, 1903.
Sutter Creek.....	3	2,740.17	1,300.00	.....	196.00	2.96	.....	1,498.96	1,241.21	55
Taylor.....	3	1,908.33	1,100.00	60.00	85.00	4.40	.....	1,239.40	668.93	65
Truckee.....	3	6,627.85	1,700.00	230.00	225.00	8.72	.....	2,168.72	3,464.13	38
Tulare.....	3	6,795.07	1,700.00	100.00	360.00	8.16	.....	2,168.16	3,630.91	37
Ukiah.....	3	6,559.44	1,700.00	800.00	310.00	16.00	.....	2,826.00	4,233.44	35
Ukiah.....	3	3,066.17	1,200.00	.....	169.00	6.56	.....	1,376.56	1,690.61	45
Vacaville.....	3	2,251.43	1,700.00	.....	280.61	10.56	.....	1,991.17	4,260.26	32
Vallejo.....	2	14,592.67	2,400.00	3,381.97	750.00	184.66	8,860.91	10,627.54	4,065.13	72	
Ventura.....	3	8,045.37	1,900.00	1,600.00	843.76	20.64	.....	2,424.89	6,620.98	30
Visalia.....	2	11,368.13	2,200.00	8,000.00	100.00	241.42	2,194.82	7,736.24	3,641.89	68	Do.
Wasco.....	2	18,117.31	2,300.00	3,600.00	860.00	161.29	2,006.04	8,426.33	4,690.96	64	
Weaverville.....	3	7,777.17	1,400.00	200.00	145.00	.56	.....	1,746.66	1,261.77	53
Whittier.....	3	5,818.39	1,600.00	.....	845.00	15.76	.....	1,960.76	3,857.63	34
Willits.....	3	1,506.15	550.00	.....	85.25	2.64	.....	606.99	900.26	40
Willow.....	3	8,704.99	1,600.00	60.00	221.40	11.04	.....	1,752.44	1,912.55	48
Winters.....	3	3,214.44	1,400.00	.....	228.00	4.00	.....	1,682.00	1,582.44	51
Woodland.....	2	10,089.58	2,100.00	1,640.76	300.00	97.60	.....	4,138.36	5,951.22	41
Yreka.....	3	5,546.67	1,700.00	.....	326.00	8.08	.....	2,334.08	3,212.59	42
Yuba City.....	3	2,962.61	1,300.00	100.00	156.20	3.44	.....	1,569.64	1,402.97	53
Total.....		3,282,933.43	256,825.00	617,923.90	72,971.45	44,810.81	587,201.12	1,579,732.28	1,693,221.15	46	
COLORADO.											
Alamosa.....	3	4,493.09	1,600.00	160.00	234.00	5.44	2,034.00	2,459.09	45	Do.
Amethyst.....	3	2,734.74	1,400.00	80.00	338.00	19.89	.....	1,848.44	891.30	57
Aspen.....	3	8,465.66	2,100.00	2,841.21	600.00	1.76	.....	5,061.10	2,427.08	52
Berthoud.....	3	1,113.74	500.00	.....	76.80	1.76	.....	1,078.28	583.45	52
Blackhawk.....	3	2,192.20	1,200.00	60.00	200.00	3.86	.....	1,433.86	738.34	66
Boulder.....	3	27,581.53	2,600.00	3,727.32	900.00	236.64	4,661.18	12,115.14	15,466.39	44	
Breckenridge.....	3	8,717.76	1,500.00	.....	.....	4.24	.....	1,504.24	2,218.52	40

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—Continued.											
Newell	3	\$2,407.41	\$1,200.00	\$16.63	\$174.00	\$2.24	\$1,392.57	\$1,014.54	56	Presidential, Jan. 1, 1903.
New Hampton	3	6,017.13	1,700.00	200.00	294.00	10.32	.....	2,204.32	3,812.86	37
New London	3	2,914.79	1,200.00	230.00	150.00	2.24	.....	1,592.24	1,322.55	54
New Sharon	3	8,137.78	1,300.00	70.00	155.54	4.24	.....	1,539.78	1,598.00	49
Newton	2	17,096.61	2,400.00	8,038.57	630.00	304.45	\$2,465.56	9,338.71	7,757.90	54	
Nora Springs	3	3,279.41	1,400.00	30.00	225.00	3.84	.....	1,718.84	1,560.57	52
North English	3	1,057.00	500.00	.....	62.08	80	.....	1,462.88	1,494.12	53
Northwood	3	3,238.76	1,500.00	150.00	270.00	3.44	.....	1,923.44	1,370.32	59
Oakland	3	2,975.51	1,300.00	40.00	222.00	1.76	.....	1,523.76	1,451.75	51
Ocheyedan	3	1,927.22	1,100.00	.....	174.00	1.04	.....	1,315.04	612.18	66
Odebolt	2	4,343.85	1,600.00	277.00	11.99	1,893.99	2,449.86	43	In Government building. Do.
Ogden	2	9,948.94	2,200.00	1,705.94	517.13	35.57	148.43	4,608.07	5,340.87	46	
Okeholm	3	2,751.25	1,400.00	70.00	223.00	3.84	.....	1,696.84	1,054.41	62
Onawa	3	8,332.17	1,900.00	350.00	244.00	10.80	.....	2,504.80	5,827.37	30
Orange City	3	4,611.70	1,500.00	100.00	272.28	6.04	.....	1,877.32	2,733.86	40
Osceola	2	11,282.50	2,200.00	2,232.61	490.00	13.36	98.90	5,004.71	6,227.79	45	
Osgo	2	6,615.28	1,800.00	120.00	256.00	13.36	.....	2,189.36	4,425.92	33
Oskaloosa	3	24,865.16	2,600.00	4,600.00	320.98	301.12	5,007.16	12,829.27	12,036.88	52	
Ottumwa	3	51,654.43	3,100.00	8,331.88	1,040.00	389.53	10,225.31	23,136.72	28,517.71	45	
Panora	1	8,111.63	1,400.00	158.00	3.84	1,571.84	1,539.79	50	Presidential, Apr. 1, 1903.
Parkerburg	3	8,190.11	1,300.00	.....	238.00	2.86	.....	1,540.86	1,649.23	49
Paulina	3	8,046.38	1,300.00	.....	138.00	2.96	.....	1,490.96	1,557.42	46
Pella	3	6,678.28	1,700.00	.....	354.00	7.52	.....	2,113.52	4,564.76	37
Perry	2	9,249.52	2,100.00	2,132.60	567.50	18.96	.....	4,839.05	4,410.46	52
Petersen	3	529.15	250.00	.....	30.00	.....	.....	290.24	248.91	55
Pocahontas	3	521.77	1,200.00	.....	156.66	1.54	.....	1,358.50	1,163.27	54
Pomeroy	3	2,429.02	1,100.00	.....	186.00	72	.....	1,286.72	1,142.30	53
Postville	3	2,807.63	1,300.00	110.00	196.00	2.40	.....	1,608.40	1,199.23	57
Prairie City	3	2,409.98	1,200.00	40.00	191.12	2.24	.....	1,433.36	1,076.62	59
Preston	3	2,002.90	1,000.00	174.00	1.12	1,175.12	827.78	59	Presidential, Apr. 1, 1903.
Princeton	3	3,584.06	1,300.00	.....	279.29	3.44	.....	1,752.73	1,831.33	50
Radcliff	3	2,852.64	1,200.00	.....	193.52	2.08	.....	1,385.60	1,467.04	49
Red Oak	2	16,647.45	2,400.00	2,911.25	850.00	336.57	3,080.39	9,688.51	7,068.94	53	
Reinbeck	3	8,678.97	1,500.00	.....	197.15	8.28	.....	1,700.33	1,978.14	46
Remsen	3	2,853.99	1,300.00	.....	184.00	4.24	.....	1,465.24	1,385.75	52
Riceville	3	2,714.45	1,100.00	70.00	225.00	1.76	.....	1,396.76	1,317.69	51
Rockford	3	2,714.45	1,100.00	.....	225.00	8.76	.....	1,541.76	1,172.69	50
Rock Rapids	3	5,408.41	1,700.00	50.00	233.96	3.96	.....	2,042.92	3,365.49	33
Rock Valley	3	8,114.29	1,400.00	.....	245.00	2.40	.....	1,443.40	1,468.89	53
Rockwell	3	2,090.32	1,100.00	.....	133.98	1.28	.....	1,283.27	1,807.05	41
Rockwell City	3	6,510.37	1,600.00	50.00	360.00	6.80	.....	2,015.80	4,494.57	37

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
DELAWARE.											
Bridgeville.....	3	\$2,163.10	\$1,000.00	\$5.00	\$108.85	\$5.84	\$1,119.69	\$1,043.41	52	In Government building.
Clayton.....	3	2,912.71	1,400.00	260.00	168.00	12.80	.....	1,840.80	1,071.91	63
Delaware City.....	3	2,987.96	1,300.00	60.00	186.97	17.28	.....	1,514.25	1,423.71	52
Dover.....	2	12,743.48	2,100.00	2,510.33	.....	161.36	\$1,258.79	6,025.43	6,718.00	47
Georgetown.....	3	3,732.49	1,400.00	400.00	240.71	14.24	.....	2,054.95	1,677.54	55
Harrington.....	3	2,604.30	1,100.00	150.00	150.00	8.48	.....	1,406.48	1,195.82	54
Laurel.....	3	3,711.60	1,500.00	150.00	185.00	11.52	.....	1,846.52	1,865.08	50
Lewes.....	3	3,884.09	1,500.00	400.00	276.00	17.84	.....	2,183.84	1,690.25	56
Middletown.....	3	5,244.40	1,600.00	250.00	247.84	19.52	.....	2,116.86	3,127.54	40
Milford.....	3	6,408.98	1,800.00	73.41	256.00	26.40	.....	2,155.81	4,253.17	34
Newark.....	3	5,205.82	1,700.00	250.00	300.00	25.68	2,275.68	2,930.14	44	Do.
Newcastle.....	3	2,754.47	1,300.00	.....	90.25	16.24	.....	1,406.49	1,347.98	51
Seaford.....	3	4,611.36	1,600.00	245.79	202.00	14.48	.....	2,082.27	2,529.09	45
Smyrna.....	3	4,539.52	1,600.00	.....	200.00	21.44	.....	1,821.44	2,718.08	40
Wilmington.....	1	122,443.90	3,300.00	16,045.74	.....	1,733.38	36,313.53	57,957.65	64,431.25	47
Total.....	.....	185,903.18	24,200.00	20,800.27	2,561.12	2,166.50	38,072.82	87,800.21	96,102.97	47
DISTRICT OF COLUMBIA.											
Washington.....	1	869,681.29	6,000.00	449,229.01	10,537.57	31,430.05	256,391.56	753,598.19	116,068.10	87	In Government building.
FLORIDA.											
Apalachicola.....	3	3,821.06	1,400.00	40.00	210.00	17.12	1,657.12	2,158.94	44	Presidential, Oct. 1, 1902.
Arcadia.....	3	3,113.08	1,400.00	150.00	286.40	6.80	.....	1,738.20	1,319.88	56
Barrow.....	3	5,729.02	1,700.00	610.00	316.00	23.63	.....	2,646.63	3,079.39	46
Braidentown.....	3	2,761.20	1,200.00	150.00	84.00	7.52	.....	1,441.52	1,339.68	52
Chapley.....	3	1,669.13	750.00	225.00	47.80	3.92	.....	1,026.22	642.91	61
Daytona.....	3	7,046.78	1,800.00	110.00	300.00	55.76	.....	2,265.76	4,781.02	32
De Funiak Springs.....	3	3,011.43	1,300.00	250.00	266.00	6.20	.....	1,821.20	1,190.23	60
De Land.....	2	9,195.59	2,000.00	1,000.00	817.50	45.69	.....	5,882.40	3,313.19	87
Fernandina.....	3	7,925.88	1,800.00	90.00	255.54	59.52	.....	2,205.06	5,720.82	28
Fort Myers.....	3	2,439.66	1,100.00	150.00	160.00	7.12	.....	1,417.12	1,022.54	53
Gainesville.....	2	11,335.97	2,200.00	2,024.96	540.00	73.92	4,888.90	6,457.07	42	In Government building.
High Springs.....	3	2,469.49	1,100.00	200.00	46.00	11.76	.....	1,359.76	1,109.73	55
Jacksonville.....	1	118,689.52	3,800.00	20,726.41	.....	2,083.97	17,520.31	43,614.69	76,074.83	37
Jasper.....	3	2,213.55	1,000.00	40.00	130.41	10.72	.....	1,181.13	1,032.42	53
Key West.....	2	10,956.29	2,200.00	3,963.17	182.86	13.28	3,492.85	9,707.73	1,248.51	89	
Klemtown.....	3	3,406.80	1,400.00	60.00	182.86	13.28	.....	1,656.14	1,750.66	49
Lake City.....	3	6,270.95	1,700.00	400.00	338.66	62.80	.....	2,501.46	3,769.49	40

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
GEORGIA—continued.											
Dalton	2	\$9,067.92	\$2,000.00	\$1,128.09	\$420.00	\$71.84		\$3,917.93	\$5,149.99	43	
Darien	3	2,242.05	1,100.00		139.55	9.28		2,242.05	988.22	56	
Dawson	3	6,597.08	1,700.00	498.36	375.00	84.08		2,609.04	2,988.04	47	
Decatur	3	2,411.16	1,100.00		174.00	28.56		1,802.56	1,108.60	64	Presidential, Jan. 1, 1903.
Douglas	3	1,425.66	500.00	100.00	50.00	6.92		656.92	768.74	46	
Dublin	3	9,087.19	1,900.00	260.00	388.14	44.24		2,592.38	6,494.81	29	
Eastman	3	3,560.97	1,500.00	38.99	139.00	17.92		1,696.91	1,864.06	48	
East Point	3	8,482.47	1,100.00		165.70	8.88		1,264.58	2,217.89	36	
Easton	3	8,314.66	1,400.00	100.00	179.90	14.88		1,694.78	1,619.88	51	
Elberton	3	4,976.86	1,700.00	300.00	214.04	30.00		2,244.04	2,732.82	45	
Fitzgerald	3	6,960.85	1,700.00	600.00	56.00	42.72		2,898.72	4,062.13	35	
Forsyth	3	4,067.56	1,500.00	50.00	196.00	25.36		1,771.36	2,296.20	44	
Fort Gaines	3	1,852.86	900.00	165.00	90.00	5.96		1,160.96	691.90	63	Presidential, Oct. 1, 1902.
Fort Valley	3	4,332.76	1,500.00	800.00	260.00	31.12		2,071.12	2,261.64	48	
Gainesville	2	9,358.34	2,000.00	1,708.94	861.42	108.09		4,176.45	5,181.89	45	
Greensboro	2	2,840.15	1,100.00	40.00	122.32	14.40		1,276.72	1,563.43	45	
Griffin	2	8,527.88	2,000.00	1,500.00	459.59	86.87		4,046.46	4,481.42	47	Presidential, Jan. 1, 1903.
Harmony Grove	3	1,409.61	600.00	50.00	82.76	6.12		737.88	671.73	52	Do.
Hartwell	3	1,185.62	550.00		34.86	4.48		589.88	596.29	50	
Hawkinsville	3	4,788.53	1,500.00	50.00	238.33	32.88		1,816.21	2,972.32	53	
Jackson	3	8,375.79	1,400.00	99.99	249.62	26.32		1,776.96	1,598.86	50	Presidential, Apr. 1, 1903.
Jesup	3	540.83	250.00	10.00	9.00	2.64		271.64	268.69	53	
Lagrange	3	6,496.72	1,700.00	180.00	185.89	62.72		2,126.61	4,369.11	33	
McRae	3	3,047.17	1,200.00	200.00	170.00	14.48		1,584.48	1,462.69	52	
Macon	1	88,446.08	3,300.00	14,275.54		1,850.68	\$16,731.47	35,687.69	52,788.34	40	In Government building.
Madison	3	4,978.34	1,600.00	40.00	262.71	38.92		1,941.53	3,036.81	39	
Marietta	2	10,117.86	2,100.00	2,448.06	600.00	97.86		6,240.92	3,876.94	52	
Milledgeville	1	8,335.67	2,000.00	1,941.12	565.20	61.57		4,407.89	3,927.78	53	
Monroe	3	3,578.71	1,800.00	120.00	111.92	11.92		1,595.42	1,983.29	45	
Monterums	3	2,540.73	1,200.00	100.00	289.00	11.28		1,600.28	940.45	63	Presidential, Jan. 1, 1903.
Monticello	3	1,342.74	600.00	33.24	76.06	4.72		714.01	628.73	53	
Noultie	3	7,050.60	1,700.00	350.00	297.00	31.12		2,378.12	4,672.48	34	
Newnan	3	7,043.57	1,800.00	243.97	243.97	57.60		2,341.57	4,702.00	38	
Oxford	3	2,424.60	1,100.00	240.00	150.00	7.76		1,707.56	1,166.84	52	
Peblam	3	1,529.16	600.00		83.00	4.56		2,527.20	820.61	46	Do.
Quitman	3	6,651.17	1,800.00	400.00	300.00	47.00		12,990.99	9,358.71	38	In Government building.
Rome	2	22,349.70	2,600.00	4,986.10		21.28		2,510.11	2,510.11	41	Do.
Savannah	3	4,287.44	1,500.00	60.00		1,811.28		62,136.13	105,928.39	33	
Seneca	1	158,051.62	3,500.00	28,964.50		6.12		1,105.12	1,105.12	44	
Sparta	3	2,516.66	1,000.00	80.00	70.00	17.62		1,441.20	1,418.12	50	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IDAHO—Continued.											
Salmon.....	3	\$3,255.77	\$1,400.00	\$250.00	\$196.00	\$0.40	.....	\$1,846.40	\$1,409.37	57	Presidential, Jan. 1, 1903.
Sandpoint.....	3	1,923.25	600.00	.....	108.00	2.64	.....	710.64	1,212.61	37	Do.
Shoshone.....	3	1,499.47	550.00	49.99	82.00	1.12	.....	683.11	1,816.36	46	
Silver City.....	3	3,019.95	1,300.00	.....	180.00	1.68	.....	1,481.68	1,538.27	49	
Wallace.....	2	9,835.80	2,000.00	1,520.60	626.69	12.96	.....	4,080.25	5,755.55	43	
Wardner.....	3	4,286.18	1,700.00	.....	380.00	8.16	.....	1,968.16	2,318.02	46	
Weiser.....	3	6,563.51	1,700.00	600.00	37.00	10.49	.....	2,347.48	4,216.03	36	
Total.....	.....	170,148.01	42,150.00	19,868.09	6,689.00	708.55	5,584.48	76,945.12	98,202.89	45	
ILLINOIS.											
Abingdon.....	3	5,128.06	1,600.00	30.00	331.00	9.84	.....	1,970.84	3,157.22	38	
Albion.....	3	8,082.64	1,300.00	.....	130.82	4.72	.....	1,436.04	1,647.60	47	
Aledo.....	3	6,125.66	1,700.00	160.00	294.00	8.40	.....	2,162.40	3,963.26	35	
Alexia.....	3	2,622.20	1,200.00	.....	105.00	2.40	.....	1,307.40	1,314.80	52	
Alhambra.....	3	3,168.87	1,300.00	.....	229.65	6.32	.....	1,605.97	1,562.90	51	
Alton.....	3	82,112.35	2,700.00	4,902.86	900.00	386.47	87,280.09	16,169.42	15,942.98	50	
Amboy.....	3	8,772.57	1,600.00	200.00	277.00	9.12	.....	1,986.12	1,786.45	58	
Anaconda.....	3	6,607.45	1,700.00	386.00	322.75	15.68	.....	2,401.68	4,205.77	36	
Anna.....	3	5,909.76	1,700.00	50.00	80.00	11.28	.....	2,084.07	3,825.69	39	
Arthur.....	3	2,692.31	1,100.00	40.00	130.50	2.80	.....	1,272.80	1,419.51	47	
Ashland.....	3	2,444.18	1,100.00	.....	137.51	2.64	.....	1,240.15	1,204.03	51	
Ashton.....	3	2,266.12	1,200.00	40.00	139.00	6.56	.....	1,385.56	1,880.56	61	
Assumption.....	3	2,087.77	1,000.00	.....	174.00	1.76	.....	1,176.76	912.01	56	
Astoria.....	3	8,613.24	1,400.00	Assumption	190.00	3.96	.....	1,596.96	2,016.28	44	
Atlanta.....	3	8,200.07	1,400.00	70.00	223.50	6.88	.....	1,697.18	1,502.89	53	
Atlanta.....	3	8,417.81	1,400.00	.....	182.15	6.88	.....	1,599.39	1,828.78	46	
Auburn.....	3	8,247.02	1,300.00	40.00	264.81	4.48	.....	1,609.39	1,637.63	50	
Aurora.....	3	2,762.12	1,100.00	100.00	271.00	2.48	.....	1,473.48	1,288.64	53	
Aurora.....	1	66,081.96	8,100.00	10,820.02	.....	410.19	14,158.78	28,488.99	27,662.97	51	
Ava.....	3	2,194.89	1,100.00	600.00	185.00	8.44	.....	1,888.44	305.95	86	
Avon.....	3	2,855.84	1,100.00	50.00	160.00	3.86	.....	1,308.36	1,547.48	55	
Barrington.....	3	2,137.64	1,000.00	300.00	138.25	7.04	.....	1,445.29	1,692.35	68	
Barrington.....	3	8,629.56	1,400.00	.....	198.00	6.32	.....	1,604.32	2,025.24	44	
Beardstown.....	3	15,556.20	2,500.00	2,700.00	600.00	21.68	2,829.50	8,888.28	6,670.92	57	
Beardstown.....	3	7,130.20	1,800.00	100.00	858.00	21.68	.....	2,279.68	4,850.52	32	
Belleville.....	3	19,728.26	2,500.00	8,096.96	771.88	21.68	8,196.77	14,998.70	4,780.56	76	
Belleville.....	2	14,067.49	2,400.00	3,413.59	760.00	872.02	4,810.77	11,246.88	2,841.11	80	
Bement.....	3	8,847.69	1,400.00	200.00	250.00	7.60	.....	1,657.60	1,690.09	50	
Benton.....	3	8,805.04	1,500.00	200.00	238.18	6.00	.....	1,989.18	1,865.86	51	In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Clas.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued											
Marion	3	\$7,023.96	\$1,700.00	\$800.00	\$200.00	\$27.76	.....	\$2,727.76	\$4,296.22	39	Presidential, Jan. 1, 1903.
Marissa	3	1,193.34	560.00	37.50	64.50	3.60	.....	655.60	543.74	55	
Maros	3	3,144.82	1,400.00	.....	210.00	3.40	.....	1,614.40	1,530.42	51	
Marcellies	4	6,137.36	1,700.00	.....	831.00	14.98	.....	2,045.98	4,091.48	33	
Marshall	3	6,145.52	1,600.00	240.00	294.00	16.64	.....	2,130.64	2,994.88	42	
Martinsville	3	1,286.39	600.00	60.00	80.00	1.76	.....	631.76	654.63	49	Do.
Mascoutah	3	2,208.74	1,000.00	.....	109.45	5.20	.....	1,114.65	1,094.09	50	
Mason City	3	4,283.32	1,600.00	.....	420.00	7.52	.....	2,007.52	2,275.80	47	
Mattson	2	13,891.98	2,600.00	4,450.20	1,000.00	249.70	.....	12,706.96	6,113.48	68	
Maywood	2	13,869.46	2,400.00	1,932.60	734.06	66.82	.....	7,706.96	6,162.60	56	
McDoua	3	3,111.75	1,200.00	.....	178.73	13.28	.....	1,392.01	1,719.74	45	
Menota	3	2,870.18	2,800.00	816.00	600.00	35.78	.....	6,754.42	6,116.76	52	
Metropolis	3	5,890.96	1,900.00	30.00	206.00	16.96	.....	2,925.86	2,965.09	50	
Millford	3	4,023.20	1,500.00	.....	206.00	4.82	.....	1,740.82	2,282.88	43	
Minok	3	5,164.13	1,700.00	100.00	825.19	8.88	.....	2,134.07	3,030.06	41	
Moline	1	68,783.79	8,100.00	8,060.00	3,000.00	1,906.70	11,210.28	26,686.96	27,116.81	50	
Monmouth	3	4,613.62	1,600.00	8,999.00	218.08	16.56	.....	1,504.64	2,613.98	42	
Monmouth	3	20,389.17	2,900.00	40.00	236.10	13.20	.....	12,356.66	8,032.51	61	
Monicello	3	7,904.44	2,300.00	1,838.32	664.00	131.60	.....	5,693.19	2,209.80	28	
Morgan Park	2	13,156.19	2,800.00	2,100.00	867.13	24.96	759.87	6,568.09	6,586.14	43	
Morris	2	10,141.04	1,900.00	40.11	860.00	16.08	.....	2,216.19	5,516.44	45	
Morrisson	3	7,732.63	1,800.00	89.86	246.00	3.28	.....	1,456.28	1,286.45	29	
Morrisville	3	3,575.28	1,200.00	800.00	236.25	16.40	.....	1,973.05	1,602.23	54	
Mound City	3	8,322.96	1,900.00	600.00	416.00	24.72	.....	2,740.72	6,582.24	33	
Mount Carmel	3	6,024.96	1,700.00	40.00	806.00	11.92	.....	2,107.92	2,917.08	42	
Mount Carroll	3	2,976.17	1,300.00	.....	351.00	8.82	.....	1,654.92	1,341.25	55	
Mount Morris	3	2,887.82	1,400.00	.....	173.08	3.68	.....	1,578.76	1,341.06	46	
Mount Olive	3	4,806.96	1,600.00	40.00	382.00	6.56	.....	1,998.56	2,808.40	42	
Mount Pulaski	3	4,575.52	1,600.00	200.00	286.96	8.40	.....	2,104.86	2,469.16	46	
Mount Sterling	3	12,312.82	2,200.00	2,999.99	798.91	450.10	2,374.50	6,818.50	5,494.32	72	
Mount Vernon	2	3,651.17	2,300.00	47.50	196.00	3.28	.....	1,345.78	2,305.39	44	
Moweaqua	3	11,347.60	2,200.00	2,561.14	608.00	70.21	3,496.84	8,644.19	2,403.71	77	
Murphysboro	2	9,831.22	2,100.00	1,000.00	400.00	21.45	.....	3,621.45	5,209.77	35	
Nashville	3	3,943.08	1,500.00	200.00	275.70	8.80	.....	1,364.55	1,588.53	50	
National Stock Yards	3	27,853.82	2,600.00	3,500.00	.....	60.24	.....	6,360.24	21,223.08	22	
Nauvoo	3	2,722.63	1,200.00	.....	75.00	3.88	.....	1,473.88	1,444.77	47	
Neoga	3	2,860.86	1,400.00	70.00	136.82	4.36	.....	1,473.88	1,387.17	54	
Newman	3	3,071.31	1,400.00	160.00	190.00	4.24	.....	1,694.84	1,477.07	52	
Newton	3	4,578.16	1,600.00	.....	223.45	10.80	.....	1,989.25	2,588.91	43	
Nokomis	3	4,323.91	1,500.00	.....	230.00	6.00	.....	1,736.00	2,577.91	41	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Shelbyville.....	2	\$9,164.79	\$2,000.00	\$1,792.99	\$900.00	\$25.48	.....	\$4,428.47	\$4,739.83	48	
Sheldon.....	3	3,566.99	1,500.00	.....	282.68	6.00	.....	1,788.68	1,777.22	50	
Sparta.....	3	6,911.38	1,700.00	90.00	286.84	15.60	.....	2,041.94	3,869.39	36	
Springfield.....	3	104,976.24	8,800.00	21,256.86	.....	1,066.11	\$25,987.72	51,979.69	58,996.55	49	In Government building.
Spring Valley.....	1	6,687.02	1,700.00	.....	232.00	17.20	.....	1,949.20	3,857.82	35	
Stanton.....	3	2,861.67	1,300.00	2,866.84	196.00	6.96	.....	1,502.96	1,358.71	58	
Stearns.....	2	17,291.56	2,500.00	80.00	965.22	52.72	4,882.88	10,760.66	6,530.90	62	
Stockton.....	3	2,904.08	1,300.00	.....	164.00	2.96	.....	1,548.96	1,357.07	53	
Streator.....	2	21,072.88	2,500.00	4,100.00	.....	228.96	7,108.68	13,877.64	7,194.74	66	Do.
Sullivan.....	3	6,471.49	1,600.00	50.00	328.83	16.48	.....	1,992.31	3,479.18	38	
Sumner.....	3	2,674.59	1,200.00	150.00	124.16	4.24	.....	1,478.40	1,196.19	55	
Sycamore.....	2	9,804.50	2,000.00	1,500.00	487.49	41.25	.....	4,028.74	5,775.76	43	
Taylorville.....	3	10,564.82	2,200.00	2,177.17	720.00	189.56	1,068.07	6,804.80	4,260.02	60	
Tazewell.....	2	2,474.52	1,200.00	40.00	171.65	2.64	.....	1,414.29	1,060.23	57	
Toluca.....	3	2,717.01	1,300.00	.....	174.00	2.72	.....	1,476.72	1,240.29	58	
Toulon.....	3	8,656.91	1,500.00	150.00	361.00	5.60	.....	1,916.60	1,799.31	52	
Tuscola.....	2	8,727.98	2,000.00	1,500.00	380.00	27.04	.....	3,857.04	4,870.89	44	
Upper Alton.....	3	8,247.06	1,800.00	.....	188.32	16.64	.....	1,504.96	1,742.10	46	
Urbana.....	3	15,156.63	2,300.00	2,068.58	870.00	68.60	8,799.84	9,128.52	6,068.11	60	
Utica.....	2	2,078.97	1,000.00	2,088.00	128.00	2.96	.....	2,421.96	1,656.01	64	
Vandalia.....	3	7,074.99	1,800.00	880.00	338.00	15.04	.....	2,521.04	4,553.95	36	
Vermont.....	3	472.37	250.00	.....	35.00	4.88	.....	289.88	182.49	61	Presidential, Apr. 1, 1903.
Vincennes.....	3	2,964.42	1,200.00	.....	135.00	6.09	.....	1,941.09	1,023.33	45	
Vienna.....	3	2,843.76	1,300.00	800.00	164.00	4.72	.....	1,768.72	1,075.03	62	
Virginia.....	3	4,916.99	1,600.00	40.00	203.87	10.96	.....	1,864.33	3,051.66	38	
Virginia.....	3	3,965.59	1,500.00	250.00	200.00	6.64	.....	1,960.64	2,004.95	47	
Walnut.....	3	2,965.45	1,300.00	100.00	180.00	3.52	.....	1,968.52	1,031.93	64	
Warren.....	3	4,016.64	1,500.00	100.00	250.00	4.88	.....	1,864.88	2,151.66	46	
Warsaw.....	3	3,288.69	1,400.00	270.00	304.00	8.56	.....	1,862.56	1,426.13	60	
Washington.....	3	3,468.94	1,400.00	50.00	172.00	7.36	.....	1,629.86	1,839.08	47	
Waterloo.....	3	2,457.13	1,100.00	200.00	158.00	3.92	.....	1,451.92	1,005.21	59	
Waukegan.....	3	7,001.15	1,800.00	.....	331.96	22.97	.....	2,204.92	4,796.23	31	
Waukegan.....	2	21,891.01	2,600.00	3,476.28	860.00	429.91	5,896.26	13,251.45	8,139.56	62	
Waverly.....	3	3,296.10	1,400.00	40.00	215.00	6.32	.....	1,662.82	1,633.28	50	
Wenona.....	3	4,606.21	1,600.00	60.00	286.00	13.86	.....	1,864.86	2,641.35	43	
West Chicago.....	3	8,899.45	1,900.00	90.00	300.00	19.92	.....	2,809.92	6,089.53	28	
Western Springs.....	3	8,891.69	1,200.00	.....	151.07	7.36	.....	1,533.43	1,448.16	49	
Wheaton.....	3	12,018.49	2,800.00	1,800.00	513.94	46.46	2,867.52	7,632.62	4,485.87	63	
White Hall.....	2	4,847.42	1,600.00	10.00	228.80	8.96	.....	1,943.46	2,904.00	39	
White Hall.....	3	12,088.23	2,000.00	1,600.00	360.00	41.00	.....	3,801.00	8,188.23	32	
Wilmington.....	3	8,198.78	1,400.00	.....	190.00	9.92	.....	1,569.92	1,628.86	49	
Winchester.....	3	4,085.80	1,500.00	20.00	213.63	7.36	.....	1,742.98	2,342.82	43	

Windsor.....	8	3,153.56	1,400.00	70.00	160.35	2.96	1,033.31	1,520.25	52
Winnetka.....	3	5,833.63	1,700.00	87.35	249.83	96.88	2,074.06	3,750.57	86
Woodstock.....	3	8,234.22	1,900.00	200.00	460.00	27.28	2,367.28	5,646.94	31
Wyoming.....	3	3,736.47	1,400.00	150.00	195.63	4.00	1,749.63	1,996.84	47
Yorkville.....	3	2,533.07	1,900.00	70.00	280.00	3.92	1,033.92	1,234.15	57
Total.....		12,386,774.73	529,625.00	2,064,114.40	237,789.72	109,183.57	4,979,353.65	7,406,916.08	40
INDIANA.									
Albany.....	3	2,363.32	1,400.00	.....	237.00	8.96	1,645.96	717.36	70
Albion.....	3	3,543.01	1,400.00	30.00	216.00	7.44	1,653.44	1,869.57	47
Alexandria.....	2	16,613.06	2,400.00	4,227.17	400.00	283.00	12,250.50	3,862.58	74
Anderson.....	1	47,065.62	3,000.00	8,961.87	1,500.00	931.42	26,204.47	20,961.15	56
Angola.....	1	7,235.44	1,800.00	275.00	350.00	13.40	4,792.04	4,792.04	34
Arcadia.....	3	2,500.52	1,100.00	37.80	146.00	5.44	1,288.24	1,212.28	52
Argos.....	3	2,974.98	1,200.00	40.00	196.00	4.40	1,440.40	1,534.48	48
Attica.....	1	43,421.05	3,000.00	5,367.98	800.00	606.63	12,381.57	31,039.48	29
Auburn.....	2	9,996.92	2,000.00	1,500.00	496.90	42.13	4,029.03	5,967.89	41
Aurora.....	3	7,316.79	1,300.00	1,400.00	256.50	33.12	1,642.44	4,827.17	34
Batesville.....	3	3,029.32	1,300.00	170.00	165.00	7.44	1,642.44	1,866.88	54
Bedford.....	2	10,763.94	1,500.00	8,200.00	700.00	306.20	9,243.40	5,520.54	86
Bern.....	3	4,070.16	1,500.00	.....	74.00	3.68	1,577.68	2,492.48	39
Bloomfield.....	2	4,954.35	1,500.00	50.00	222.35	12.72	1,785.07	3,169.76	36
Bloomington.....	3	14,548.79	2,400.00	3,700.00	550.00	191.64	10,944.36	3,904.43	74
Bluffton.....	2	14,222.75	2,300.00	3,840.86	701.47	195.14	8,486.91	8,689.25	55
Boonville.....	3	4,836.61	1,800.00	600.00	440.00	10.88	2,553.50	2,186.98	74
Boswell.....	3	3,062.58	1,500.00	.....	184.00	3.92	1,167.92	3,890.66	57
Bourbon.....	3	3,062.36	1,500.00	.....	186.15	6.56	1,672.71	1,889.65	55
Brasil.....	2	13,703.73	2,200.00	3,272.70	700.00	64.69	10,617.09	3,086.64	53
Bremen.....	3	2,672.71	1,200.00	.....	216.00	4.48	1,420.48	1,252.23	77
Brookston.....	3	4,410.81	1,500.00	84.50	2.08	1,666.68	1,457.44	56
Brookville.....	3	1,410.02

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Decatur	3	\$12,228.75	\$2,000.00	\$2,000.00	\$500.00	\$101.59	—	\$4,601.59	\$7,627.16	38	
Delpid	3	6,010.79	1,700.00	280.00	400.00	27.12	—	2,877.12	3,623.67	40	
Dunkirk	3	4,791.78	1,600.00	—	360.00	18.48	—	1,978.48	2,813.30	41	
East Chicago	3	4,941.01	1,600.00	800.00	196.00	26.45	—	2,238.45	2,702.53	45	
Eaton	3	4,276.40	1,600.00	—	282.00	18.84	—	1,609.84	2,666.56	38	
Edinburg	3	8,925.25	1,500.00	800.00	196.00	22.26	—	2,172.26	1,752.99	56	
Elkhart	3	97,373.06	3,200.00	8,000.00	1,420.14	479.98	\$8,862.25	22,792.37	74,620.69	23	
Elwood	3	16,401.97	2,400.00	8,000.00	775.00	483.10	5,108.06	13,761.15	2,640.82	84	
Evansville	2	106,823.57	3,300.00	16,867.46	124.75	943.32	28,761.23	46,496.76	57,326.81	43	In Government building.
Fairmount	3	6,998.56	1,800.00	350.00	331.96	49.87	—	2,681.83	3,406.73	43	
Farmstead	3	2,154.15	1,000.00	—	143.00	3.92	—	1,146.92	1,007.23	53	
Flora	3	2,606.25	1,100.00	—	144.00	8.76	—	1,247.76	1,857.49	46	
Fort Wayne	3	177,496.42	3,400.00	17,689.56	—	1,614.98	21,003.29	48,687.83	188,808.59	26	Do.
Fowler	3	4,861.72	1,600.00	110.00	883.14	9.60	—	2,102.74	2,758.98	43	
Frankfort	3	16,362.33	2,500.00	3,477.76	750.00	280.32	4,882.57	11,870.65	4,991.68	69	
Franklin	2	10,096.59	2,300.00	2,965.24	617.60	138.72	1,104.38	6,916.09	3,180.50	68	
Frankton	3	2,741.16	1,200.00	—	154.11	8.24	—	1,462.35	1,278.81	53	
French Lick	3	4,073.80	1,400.00	180.00	136.00	62.88	—	1,827.88	2,246.92	45	
Garrett	3	4,890.58	1,600.00	—	238.00	13.32	—	1,906.32	2,984.26	40	
Gas City	3	6,374.49	1,700.00	250.00	290.00	34.64	—	2,024.64	3,349.85	38	
Geneva	3	3,091.25	1,200.00	100.00	167.00	9.76	—	1,476.76	1,614.49	45	
Goodland	3	3,964.01	1,500.00	110.00	274.00	5.12	—	1,899.12	2,074.89	46	
Gothen	2	26,756.13	2,600.00	4,660.49	897.94	387.94	4,607.62	13,046.05	13,710.08	49	
Greencastle	2	10,074.09	2,300.00	3,100.00	605.85	219.07	1,903.20	6,128.12	3,945.97	51	
Greenefield	2	11,493.49	2,200.00	2,771.73	835.33	280.51	2,203.01	6,236.58	5,197.91	72	
Greensburg	2	11,573.81	2,200.00	4,000.00	600.00	61.86	3,067.27	8,845.63	3,280.18	72	
Greentown	3	3,269.96	1,200.00	20.00	153.00	8.32	—	1,351.32	1,908.63	42	
Greenwood	3	2,673.28	1,200.00	97.50	215.00	17.40	—	1,325.90	1,343.38	50	
Hagerstown	3	2,674.27	1,200.00	—	120.00	5.60	—	1,325.60	1,348.67	45	
Hammond	3	80,078.57	2,800.00	4,176.82	1,060.00	449.39	7,923.01	16,431.22	13,647.35	67	
Hartford City	2	13,070.36	2,300.00	3,588.63	400.00	179.65	2,260.44	6,728.73	4,342.22	67	
Hope	3	2,856.96	1,200.00	—	164.60	9.16	—	1,370.76	1,486.20	46	
Huntingburg	3	3,621.94	1,500.00	800.00	164.60	7.04	—	2,107.04	1,514.90	64	
Huntington	3	19,467.72	2,500.00	4,284.11	787.50	233.62	4,383.20	12,449.03	7,018.72	64	
Indianapolis	1	683,874.35	9,000.00	122,281.22	1,133.47	8,186.84	115,466.45	252,084.61	381,789.32	40	Do.
Jasper	2	2,879.56	1,200.00	277.00	217.00	8.20	—	1,320.20	1,559.36	50	
Jeffersonville	2	11,654.39	2,300.00	2,633.06	426.75	192.65	8,501.80	9,251.17	2,403.23	60	
Jonesboro	3	4,567.94	1,600.00	220.00	644.25	13.04	—	2,037.04	2,530.90	45	
Kendallville	3	11,062.71	2,800.00	1,800.00	241.25	27.23	146.36	4,916.88	6,145.83	44	
Kentland	3	3,107.44	1,400.00	131.04	242.99	7.04	—	1,781.07	1,326.37	57	
Knightsdown	3	6,141.97	1,800.00	600.00	255.61	20.66	—	2,576.07	2,565.90	50	
Knox	3	3,443.11	1,400.00	—	168.00	10.56	—	1,578.56	1,864.55	46	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
INDIANA—continued.											
Plymouth.....	2	\$9,297.31	\$2,000.00	\$2,120.38	\$720.00	\$55.12	.....	\$4,895.50	\$4,401.81	53	
Portland.....	2	13,531.96	2,300.00	2,603.26	510.00	211.07	\$1,585.94	7,460.28	6,971.68	55	
Princeton.....	2	10,551.25	2,100.00	2,332.60	500.00	51.22	2,670.64	7,654.46	2,401.79	76	
Redkey.....	3	3,273.95	1,400.00	1,150.00	201.60	26.77	.....	1,778.37	1,499.58	54	
Remington.....	3	8,263.07	1,400.00	.....	202.00	4.00	.....	1,605.00	1,657.07	49	
Rensselaer.....	3	6,289.26	1,400.00	310.00	331.00	19.84	.....	2,460.84	8,528.42	39	
Richmond.....	1	52,431.80	3,100.00	7,705.05	1,500.00	576.75	11,586.97	24,418.77	28,013.08	47	
Ridgville.....	3	3,383.52	1,500.00	20.00	138.00	5.68	.....	1,658.68	1,719.84	49	
Rising Sun.....	3	2,603.68	1,200.00	250.00	165.00	9.20	.....	1,624.20	1,979.48	62	
Rochester.....	3	8,494.15	1,000.00	1,700.00	514.92	3.88	.....	4,218.80	4,275.35	50	
Rockport.....	3	4,999.11	1,600.00	1,500.00	460.00	12.82	.....	2,572.82	2,428.79	51	
Rockville.....	3	4,571.41	1,600.00	170.00	296.12	21.88	.....	2,078.00	2,498.41	46	
Rushville.....	2	11,671.96	2,200.00	2,832.79	760.00	219.82	2,627.21	8,629.82	2,588.66	77	
Salem.....	3	5,012.70	1,600.00	1,157.99	301.25	8.64	.....	2,967.88	2,944.82	41	
Scottsburg.....	3	2,749.96	1,100.00	130.00	215.97	7.92	.....	1,458.89	1,296.07	53	
Seymour.....	2	11,865.10	2,100.00	3,153.26	650.00	129.56	3,047.06	9,079.90	2,785.20	77	
Shelbyville.....	2	16,145.42	2,400.00	3,500.00	660.00	87.99	8,592.47	10,180.46	4,964.96	67	
Sheridan.....	3	8,712.57	1,400.00	890.00	240.00	7.84	.....	2,387.84	1,674.78	55	
South Bend.....	1	93,651.89	3,300.00	14,035.50	813.89	813.89	19,488.67	87,562.56	55,068.33	40	In Government building.
South Whitley.....	3	3,365.80	1,300.00	79.98	265.49	6.12	.....	1,590.59	1,776.21	47	
Spencer.....	3	6,365.40	1,800.00	680.00	350.00	10.68	.....	2,790.88	3,644.52	42	
Sullivan.....	3	7,807.82	1,800.00	150.00	318.65	29.86	.....	2,298.01	5,509.81	29	
Summitville.....	3	3,284.72	1,400.00	.....	350.00	8.16	.....	1,758.16	1,526.56	54	
Syracuse.....	3	2,852.86	1,000.00	174.00	8.24	8.24	.....	1,182.24	1,670.12	41	
Tell City.....	3	8,481.07	1,400.00	840.00	183.88	6.40	.....	1,980.28	1,550.79	55	
Terre Haute.....	1	96,826.48	3,800.00	14,500.00	183.88	1,063.71	21,065.02	89,918.73	58,907.75	40	Do.
Thornstown.....	3	3,689.85	1,500.00	.....	263.44	7.60	.....	1,771.04	1,918.81	51	
Tipton.....	2	8,699.81	2,000.00	2,000.00	43.49	62.83	.....	4,829.29	3,783.52	48	
Union City.....	2	11,122.81	2,100.00	1,900.00	665.00	62.83	.....	4,717.83	6,405.05	52	
Upland.....	2	3,986.86	1,500.00	80.00	240.00	8.80	.....	1,826.80	2,167.06	46	
Valparaiso.....	2	21,126.42	2,500.00	4,434.78	700.00	214.99	4,173.55	12,028.32	9,103.10	57	
Vanburen.....	3	1,626.11	550.00	.....	41.50	10.56	.....	596.10	1,031.01	67	
Veedsburg.....	3	8,568.50	1,500.00	800.00	204.15	10.56	.....	2,014.71	1,578.79	56	
Vevay.....	3	2,723.17	1,800.00	400.00	325.00	6.76	.....	2,080.76	6,614.53	76	
Vincennes.....	2	22,643.08	2,600.00	4,293.21	650.00	198.06	6,802.78	14,029.05	8,614.53	62	
Wabash.....	2	18,774.78	2,500.00	3,815.76	960.00	872.84	4,781.67	12,919.77	5,854.96	69	
Wakarusa.....	3	2,499.84	1,200.00	70.00	140.00	6.20	.....	1,415.20	1,084.14	57	
Warren.....	3	4,466.64	1,500.00	50.00	160.54	13.28	.....	1,723.82	2,763.02	38	
Warsaw.....	2	9,867.87	2,100.00	2,200.00	550.00	57.26	1,769.08	6,666.29	8,321.06	67	
Washington.....	2	11,052.58	2,200.00	8,015.51	500.00	247.75	8,278.13	9,236.39	1,816.14	54	
Wapakoneta.....	3	3,002.40	1,400.00	.....	296.00	6.24	.....	1,662.24	1,340.16	53	
West Baden.....	3	3,692.68	1,100.00	40.00	100.00	00.24	.....	1,800.24	2,892.44	35	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
IOWA.											
Ackley	3	\$4,071.52	\$1,500.00	\$50.00	\$244.00	\$9.20		\$1,803.20	\$2,268.32	44	
Adair	3	3,108.25	1,400.00	90.00	189.94	2.40		1,682.34	1,425.91	54	
Adel	3	4,831.63	1,500.00		300.00	6.76		1,806.76	2,025.87	42	
Alfon	3	3,641.11	1,500.00		350.00	4.40		1,854.40	1,786.71	51	
Alton	3	3,358.99	1,400.00	20.00	214.00	14.58		1,648.58	1,710.41	49	
Albia	3	3,627.35	1,900.00	40.00	180.00	20.72		3,100.72	5,626.63	38	
Alden	3	2,590.03	1,300.00	171.37	171.37	4.88		1,616.25	1,073.78	59	
Algona	2	9,008.40	2,100.00	1,800.00	750.00	20.48		4,670.48	4,332.92	52	
Allerton	3	1,747.80	1,100.00		215.67	2.24		1,317.91	429.89	76	
Alta	3	3,588.88	1,500.00		298.00	2.08		1,794.08	1,803.80	50	
Alton	3	2,679.91	1,800.00	80.00	175.00	2.80		1,667.80	1,127.11	69	
Ames	2	12,043.66	2,200.00	1,449.45	427.50	22.48	\$150.43	3,249.86	7,793.80	35	
Anamosa	3	6,680.23	1,800.00	200.00	353.00	10.48		2,343.48	4,286.80	38	
Anita	3	3,886.54	1,400.00	40.00	190.00	4.16		1,634.16	1,761.38	48	
Arlington	3	2,613.09	1,200.00	70.00	175.00	1.28		1,446.28	1,166.81	55	
Armstrong	3	2,712.53	1,200.00		157.65			1,368.14	1,354.39	50	
Atlantic	2	11,747.84	2,200.00	2,846.20	750.00	58.82	3,167.47	9,022.49	2,724.86	77	
Audubon	3	5,631.09	1,700.00	200.00	253.98	6.12		2,194.06	3,472.04	33	
Aurelia	3	2,483.22	1,200.00		186.00	1.44		1,837.44	1,145.78	54	
Aurora	3	8,712.02	1,400.00	150.00	277.00	1.44		1,832.76	1,879.26	49	
Bancroft	3	2,886.69	1,100.00	18.74	176.10	1.92		1,296.76	1,689.93	55	
Battlecreek	3	2,302.98	1,100.00		143.94	1.28		1,240.22	1,057.76	54	
Bedford	3	6,047.08	1,800.00	70.00	400.00	8.64		2,278.64	3,768.39	33	
Belle Plaine	3	6,188.21	1,800.00	150.00	286.00	13.12		2,259.12	3,929.09	37	
Bellevue	3	3,664.82	1,500.00	200.00	166.00	3.76		1,896.76	1,868.06	52	
Belmond	3	3,638.13	1,500.00		183.89	8.04		1,969.93	1,921.20	61	Presidential, Apr. 1, 1903.
Blackton	3	3,408.16	250.00			7.48		250.48	3,157.67	35	
Bloomfield	3	6,794.39	1,700.00	70.00	229.00	6.08		2,003.60	3,777.79	35	
Bonaparte	3	2,676.16	1,300.00		226.00	6.08		1,832.08	1,144.08	57	
Boone	2	16,767.65	2,400.00	3,843.98	1,000.00	409.96	5,781.55	13,860.46	3,402.19	80	
Britt	3	4,206.89	1,600.00	150.00	340.00	6.48		2,068.48	2,112.41	50	
Brooklyn	3	3,697.37	1,500.00		175.00	2.96		1,677.96	2,019.41	45	
Buffalo Center	3	2,642.73	1,300.00		166.64	1.04		1,467.68	1,175.05	53	
Burlington	1	63,220.44	3,100.00	11,082.88		760.34	16,221.38	31,104.55	32,115.89	49	In Government building.
Burt	3	1,992.00	1,000.00	100.00	210.00	72		1,310.72	631.28	63	
Carroll	2	10,125.22	2,000.00	1,400.00	500.00	124.96		4,028.96	6,096.26	40	
Casson	3	2,069.02	1,000.00	40.00	144.00	1.86		1,188.86	1,880.16	57	
Cascade	3	4,471.66	1,000.00		185.68	3.04		1,243.62	1,172.94	53	
Cedar Falls	2	17,624.23	2,400.00	3,456.14		79.46	3,708.09	10,315.69	7,308.54	59	
Cedar Rapids	1	113,685.13	3,800.00	16,572.83		651.78	14,616.64	84,141.24	79,868.89	30	Do.
Centerville	2	10,919.55	2,200.00	2,682.25		521.53	884.15	4,561.53	4,046.22	36	
Chariton	2	9,786.96	2,000.00	2,000.00	500.00	34.72		4,765.10	4,961.86	49	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Fort Madison.....	2	\$13,745.68	\$2,400.00	\$2,726.26	\$900.00	\$128.30	\$4,790.99	\$10,836.05	\$2,909.63	79	
Garner.....	3	4,108.69	1,500.00	55.00	360.00	3.68		1,948.68	2,156.01	47	
Gladbrook.....	3	3,070.74	1,300.00		296.86	1.92		1,588.78	1,481.96	52	
Glenwood.....	3	6,609.19	1,700.00		286.00	13.28		2,009.28	4,599.91	30	
Gladwin.....	3	2,127.39	1,400.00		197.00	2.48		1,586.48	1,589.91	61	
Gowrie.....	3	8,497.99	1,400.00	260.00	104.00	2.06		1,469.06	1,028.71	59	
Grand Junction.....	3	7,715.43	1,800.00		254.00	4.40		1,568.40	1,147.03	56	
Greene.....	3	3,483.32	1,400.00	40.00	225.00	3.28		1,668.28	1,785.04	48	
Greenfield.....	3	4,830.26	1,500.00	2,981.52	299.98	4.54		1,854.62	2,975.64	43	
Grinnell.....	2	16,700.32	2,400.00	90.00	300.00	170.57	3,155.78	9,057.87	7,642.45	54	
Grainfield.....	3	3,515.68	1,500.00	87.31	338.00	6.44		1,863.28	2,652.40	53	
Grundy Center.....	3	4,555.71	1,600.00	300.00	292.13	4.64		2,046.76	2,509.95	45	
Guthrie Center.....	3	4,818.71	1,600.00		116.00	1.84		1,117.84	2,631.94	45	
Guttenberg.....	3	2,184.54	1,700.00	60.00	294.00	15.28		2,069.28	3,441.07	51	
Hamburg.....	3	6,510.35	1,900.00	100.00	338.00	12.00		2,870.00	6,781.35	38	
Hampton.....	3	8,151.39	1,800.00	60.00	363.25	7.68		2,230.98	4,798.60	29	
Hartley.....	3	7,023.53	1,500.00	40.00	250.00	2.72		1,792.72	1,879.58	32	
Hartley.....	3	6,672.55	1,500.00	312.62	303.55	8.64		2,824.81	3,298.88	49	
Hawarden.....	3	5,593.69	1,700.00		49.00			824.40	144.50	42	
Hawkeye.....	3	485.90	275.00		49.00					69	Presidential, Apr. 1, 1903.
Hedrick.....	3	3,191.58	1,300.00	50.00	201.75	2.40		1,554.15	1,637.43	49	
Holstein.....	3	3,205.92	1,300.00		250.00	1.28		1,551.28	1,656.64	48	
Hubbard.....	3	2,139.91	1,000.00		124.81	.96		1,125.37	1,014.64	48	
Hull.....	3	2,219.00	1,000.00		167.88	1.12		1,168.95	1,050.05	53	
Humboldt.....	3	5,594.16	1,700.00	40.00	412.48	6.80		2,156.08	3,438.08	39	
Humeston.....	3	2,700.51	1,300.00	100.00	156.00	4.96		1,660.96	1,139.55	58	
Idagrove.....	3	6,657.66	1,700.00		360.00	4.16		2,064.16	3,593.50	36	
Independence.....	3	13,185.30	2,200.00	2,240.76	564.28	23.04	1,763.88	6,881.97	6,303.33	52	
Indiana.....	2	9,256.26	2,000.00	1,000.00	314.40	22.41		3,836.81	5,419.45	36	
Inwood.....	2	1,100.27	550.00		120.00	.40		670.40	429.87	45	
Iowa City.....	2	35,682.77	2,200.00	6,400.00	1,308.70	863.57	6,086.67	17,513.74	21,119.03	61	
Iowa Falls.....	2	11,188.53	2,200.00	2,100.00	660.00	24.36	98.90	6,083.26	6,055.27	46	
Ireton.....	2	2,686.19	1,100.00		170.00	1.86		1,271.86	1,364.88	48	
Jefferson.....	3	8,993.53	2,100.00	1,500.00	420.00	17.54		4,087.84	4,905.69	45	
Jewell.....	3	3,022.43	1,400.00	40.00	213.98	2.56		1,655.62	1,366.81	50	
Kennett.....	3	1,635.79	700.00		109.99	.56		810.55	825.24	50	
Keokuk.....	3	49,916.69	8,100.00	8,513.59	166.00	292.55	8,183.20	20,089.64	29,877.05	40	Do.
Kearney.....	1	8,627.57	1,400.00		4.46	4.46		1,690.48	1,987.09	47	In Government building.
Keota.....	3	3,167.55	1,300.00	90.00	127.68	2.32		1,519.08	1,647.70	48	
Kingsley.....	3	2,892.05	1,300.00		196.00	1.04		1,497.04	1,395.01	52	
Knoxville.....	3	6,796.18	1,600.00	600.00	348.00	12.00		2,760.00	4,036.18	41	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—Continued.											
Newell.....	3	\$2,407.41	\$1,200.00	\$16.83	\$174.00	\$2.24	.....	\$1,892.87	\$1,014.54	56	Presidential, Jan. 1, 1903.
New Hampton.....	3	6,017.18	1,700.00	200.00	294.00	10.82	.....	2,204.82	3,812.36	37	
New London.....	3	2,914.79	1,200.00	280.00	190.00	2.24	.....	1,682.24	1,332.55	54	
New Sharon.....	3	3,137.78	1,300.00	70.00	165.54	4.24	.....	1,589.78	1,548.00	49	
Newton.....	2	17,066.61	2,400.00	3,088.57	680.00	304.45	\$2,965.56	9,838.71	7,737.90	54	
Nora Springs.....	3	3,279.41	1,400.00	90.00	225.00	3.54	.....	1,718.84	1,560.57	52	
North English.....	3	1,650.00	.....	.....	62.08	8.60	.....	662.88	1,487.12	52	
Northwood.....	3	3,283.76	1,300.00	150.00	270.00	3.44	.....	1,923.44	1,357.32	59	
Oakland.....	3	2,970.51	1,300.00	.....	222.00	1.76	.....	1,923.76	1,451.75	51	
Oakley.....	3	4,848.85	1,600.00	40.00	174.00	11.99	.....	1,813.04	612.18	43	
Odebolt.....	3	2,731.25	2,200.00	.....	277.13	35.57	.....	1,868.99	2,344.86	45	
Oelwein.....	2	9,745.94	1,400.00	70.00	223.00	8.84	148.43	4,608.97	5,136.97	46	
Ogden.....	3	2,837.17	1,900.00	350.00	244.00	10.80	.....	1,698.84	1,940.33	62	
Orange City.....	3	4,611.70	1,500.00	100.00	272.28	6.04	.....	2,094.80	2,516.90	30	
Osage.....	2	11,322.50	2,200.00	2,232.61	460.00	13.20	96.90	1,677.32	2,783.88	40	
Oscar.....	3	6,513.28	1,600.00	120.00	236.08	13.38	.....	5,094.11	6,427.19	43	
Ostacoma.....	2	24,860.16	2,500.00	4,600.00	820.99	301.12	5,007.16	12,822.27	12,037.89	52	In Government building.
Ottumwa.....	1	31,654.43	3,100.00	8,351.88	1,940.00	389.53	10,226.31	23,184.42	23,517.71	46	Do.
Panora.....	3	3,111.93	1,400.00	.....	168.00	2.68	.....	1,571.64	1,539.29	56	
Parsons.....	3	3,148.11	1,300.00	.....	238.00	2.68	.....	1,480.68	1,667.43	48	
Paulina.....	3	3,045.88	1,300.00	.....	258.00	2.68	.....	1,587.42	1,458.46	49	
Pella.....	3	6,978.28	1,700.00	50.00	850.00	7.52	.....	2,113.62	3,564.76	37	
Perry.....	2	9,745.52	2,500.00	2,132.60	637.50	16.54	.....	4,589.04	4,414.46	57	
Petersen.....	3	5,527.15	1,200.00	.....	150.00	1.54	.....	1,289.24	2,438.91	52	
Pocahontas.....	3	2,521.72	1,200.00	.....	150.00	1.54	.....	1,358.50	1,163.22	53	
Polk.....	3	2,427.62	1,200.00	.....	180.00	1.76	.....	1,296.72	1,130.90	53	
Portville.....	3	2,906.98	1,200.00	110.00	190.00	2.40	.....	1,498.40	1,408.58	57	
Prairie City.....	3	2,906.98	1,200.00	40.00	181.12	2.12	.....	1,493.86	1,414.12	50	
Prescott.....	3	1,900.00	1,200.00	.....	174.00	1.12	.....	1,175.12	857.75	59	
Primaria.....	3	1,900.00	1,200.00	.....	270.28	3.44	.....	1,782.78	1,901.88	50	
Radcliff.....	3	1,827.41	1,200.00	.....	153.46	2.68	.....	1,385.40	1,437.04	49	
Red Oak.....	3	16,647.44	2,400.00	2,911.25	680.00	883.56	8,090.89	9,588.51	7,054.94	53	
Reinbeck.....	3	8,678.97	1,500.00	.....	197.45	8.24	.....	1,700.83	1,978.14	46	
Remond.....	3	2,714.45	1,200.00	.....	184.00	4.24	.....	1,488.24	1,225.75	52	
Rockford.....	3	2,714.45	1,200.00	70.00	228.00	1.76	.....	1,388.76	1,317.69	51	
Rock Valley.....	3	5,408.41	1,300.00	.....	238.08	8.76	.....	2,042.92	3,365.49	50	
Rockwell.....	3	8,114.29	1,700.00	50.00	246.00	2.40	.....	1,618.40	6,505.89	53	
Rockwell City.....	3	2,030.22	1,400.00	.....	183.99	1.28	.....	1,245.27	855.00	61	
Rockwell City.....	3	5,510.37	1,600.00	50.00	880.00	6.80	.....	2,016.80	3,493.57	37	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Kiowa.....	3	\$5,362.15	\$1,500.00	\$200.00	\$225.00	\$4.64	.....	\$1,929.64	\$1,462.51	57	
Kirwin.....	3	2,337.28	1,100.00	.....	194.00	1.28	.....	1,295.28	1,042.00	55	
Lacy.....	3	2,200.96	1,200.00	180.00	110.00	6.92	.....	1,491.92	709.06	68	
La Cygne.....	3	2,886.81	1,200.00	78.41	164.00	1.72	.....	1,444.13	1,892.68	51	Presidential, Oct. 1, 1902.
Lamar.....	3	2,015.65	750.00	.....	101.53	8.84	.....	855.37	1,160.28	42	
Larned.....	3	5,523.86	1,700.00	250.00	254.00	10.72	.....	2,214.72	3,309.17	40	
Lawrence.....	2	84,877.40	2,800.00	6,941.43	1,500.00	697.16	\$8,110.39	19,948.96	14,928.44	57	
Leavenworth.....	2	37,531.20	2,900.00	7,675.22	.....	421.96	10,709.58	21,606.76	15,924.42	40	
Lebanon.....	3	2,640.87	1,200.00	.....	184.62	1.28	.....	1,385.90	1,254.97	52	In Government building.
Lincoln.....	3	3,856.91	1,500.00	250.00	221.45	11.79	.....	1,983.24	1,873.67	51	
Lindsborg.....	3	4,654.72	1,600.00	50.00	281.55	8.56	.....	1,890.11	2,774.61	41	
Lyndon.....	3	3,215.97	1,300.00	70.00	280.00	4.80	.....	1,584.80	1,631.17	49	
Lyons.....	3	5,205.92	1,700.00	.....	252.00	8.00	.....	2,080.00	3,176.92	39	
McCune.....	3	2,401.03	1,100.00	.....	98.41	2.72	.....	1,201.13	1,196.90	50	
McPherson.....	3	10,863.43	2,200.00	2,340.76	450.00	122.46	1,010.83	6,124.05	4,739.88	56	
Madison.....	2	1,837.32	600.00	20.00	61.79	1.36	.....	683.15	704.17	49	Presidential Jan. 1, 1903.
Manhattan.....	2	12,090.24	2,300.00	3,175.54	684.02	150.14	1,884.24	8,193.94	3,896.30	63	
Mankato.....	3	4,387.29	1,600.00	100.00	172.00	4.32	.....	1,876.32	2,510.97	43	
Marion.....	3	5,621.54	1,700.00	70.00	359.00	12.56	.....	2,111.56	3,509.98	38	
Marysville.....	3	5,961.52	1,700.00	115.00	296.00	9.36	.....	2,120.36	3,841.16	36	
Medicine Lodge.....	3	3,043.90	1,400.00	200.00	187.00	11.12	.....	1,798.12	1,245.78	59	
Minneapolis.....	3	5,650.15	1,700.00	40.00	288.00	5.62	.....	2,083.52	3,466.63	37	
Mound City.....	3	2,501.58	1,100.00	100.00	146.00	4.64	.....	1,850.64	1,150.94	54	
National Military Home.....	3	2,795.95	1,300.00	200.00	.....	12.48	.....	1,512.48	1,283.10	54	In Government building.
Neodesha.....	3	5,646.91	1,500.00	60.00	145.00	15.12	.....	1,720.12	3,826.79	31	
New City.....	3	2,425.36	1,200.00	70.00	121.82	1.12	.....	1,392.44	1,032.92	57	
Newton.....	2	18,761.90	2,300.00	3,200.00	900.00	70.56	3,656.12	10,126.70	8,635.20	74	
Nickerson.....	3	2,841.78	1,200.00	.....	183.80	4.08	.....	1,857.88	984.40	66	
Norton.....	3	4,715.85	1,600.00	120.00	282.00	4.08	.....	1,956.08	2,759.77	41	
Oberlin.....	3	8,760.96	1,500.00	1,600.00	228.00	2.72	.....	2,225.72	1,525.23	59	
Olathe.....	2	11,916.08	2,100.00	1,600.00	420.00	32.40	.....	4,162.40	7,753.68	35	
Ossage City.....	3	6,106.46	1,600.00	10.00	205.66	36.16	.....	1,851.82	3,254.64	36	
Oswatimie.....	3	6,927.24	1,700.00	50.00	174.00	46.80	.....	1,970.80	3,956.44	33	
Osborne.....	3	4,134.99	1,500.00	180.00	284.00	8.04	.....	1,887.04	2,247.65	46	
Oskaloosa.....	3	2,624.69	1,200.00	.....	175.00	11.10	.....	1,886.10	1,298.89	53	
Owego.....	3	7,323.14	1,800.00	150.00	240.00	18.48	.....	2,208.48	5,115.66	30	
Ottawa.....	2	19,405.88	2,500.00	3,181.52	690.00	844.18	4,037.79	10,703.44	8,631.94	56	
Paola.....	3	8,092.79	1,900.00	170.00	186.00	80.72	.....	2,286.72	5,783.07	28	
Parsons.....	2	24,597.54	2,600.00	3,897.15	600.00	246.70	4,851.84	12,815.69	12,411.85	50	
Peabody.....	3	5,136.85	1,600.00	70.00	256.25	10.48	.....	1,985.78	3,196.62	39	

Do.
Presidential, Apr. 1, 1903.

In Government building.

Presidential, Oct. 1, 1902.

Phillisburg	1,500.00	500.00	288.00	3.76	5,281.74	2,091.76	2,004.76	51
Pittsburg	2,000.00	3,764.94	350.00	300.65		12,199.34	7,023.94	57
Prattville	1,100.00	35.00	165.00	1.62		1,901.62	1,966.66	69
Priestson	1,400.00	60.00	177.00	6.80		1,643.80	1,776.92	52
Pratt	1,600.00	390.00	300.00	17.89		2,357.89	2,155.54	55
Russell	1,600.00	40.00	242.87	3.86		1,786.23	1,454.04	40
Sabetha	1,600.00	70.00	262.00	6.48		1,928.48	2,675.02	52
St. John	1,400.00	100.00	162.00	3.04		1,665.04	1,562.89	52
St. Marys	3,569.62	150.00	190.11	10.72		1,860.83	1,702.79	37
Salina	2,900.00	4,882.88		98.44	4,618.29	12,894.11	20,677.57	49
Scammon	250.00		40.50	.96		291.46	319.08	48
Sedan	1,200.00	95.00	143.07	6.90		1,444.87	1,554.43	48
Sedgewick	1,100.00		170.00	1.84		1,271.84	1,001.35	16
Seneca	1,700.00	40.00	350.00	11.60		2,101.60	4,040.25	34
Smith Center	1,600.00	250.00	352.66	4.16		2,106.82	2,298.92	48
Solomon	2,281.72	1,100.00	118.75	2.24		1,270.99	960.73	57
Stadford	1,600.00	50.00	162.00	5.36		1,707.36	2,315.99	42
Stafford	1,600.00	40.00	118.00	22.21		2,134.69	4,233.35	38
Stirling	1,600.00		302.48	3.92		1,608.92	1,688.69	43
Stockton	1,600.00	100.00		2.64		1,169.04	1,252.73	53
Thayer	2,401.63		166.40	4.96		1,905.45	1,42.73	48
Tonganoxie	2,443.13							53
Topeka	171,484.17	21,477.40	1,874.00	1,582.26	22,471.55	50,755.21	120,726.96	30
Tripp	1,200.00	50.00	131.00	8.24		1,568.24	1,455.73	49
Valley Falls	3,825.51	1,800.00	244.09	4.48		1,988.15	1,768.44	48
Wagoner	1,708.59	37.50	74.45	1.20		1,857.99	1,792.99	51
Wagon	3,650.35	250.00	300.00	7.86		1,928.96	2,639.68	42
Washington	1,400.00	100.00	228.12	5.36		1,212.16	1,130.51	52
Waterville	2,342.67		110.00	2.19		1,172.06	514.99	44
Watson	1,467.06	12.50	135.00	4.72		1,866.09		49
Waverly	1,000.00		79.74	2.72		1,082.46	1,866.09	44

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KENTUCKY—continued.											
Catsburg.....	3	\$6,808.06	\$1,700.00	\$189.89	\$271.68	\$44.54	.....	\$2,186.13	\$4,119.95	35	
Central City.....	3	2,908.31	1,200.00	80.00	14.00	9.04	.....	1,483.27	1,478.27	49	
Clinton.....	3	8,125.64	1,400.00	85.52	206.68	11.94	.....	1,707.17	1,418.47	56	
Cloverport.....	3	2,327.24	1,100.00	262.50	116.60	4.84	.....	1,497.16	1,915.15	45	
Covington.....	3	8,800.00	2,000.00	10,670.00	.....	1,028.60	\$19,154.79	84,183.54	69,730.27	83	In Government building.
Cynthiana.....	3	108,974.51	3,000.00	1,660.50	479.46	55.24	.....	1,085.23	4,570.88	47	
Darlington.....	3	8,674.61	2,200.00	1,560.51	650.00	81.24	148.43	1,492.52	2,782.98	46	
Darlington.....	3	11,315.15	2,300.00	2,278.10	183.75	6.88	.....	2,317.97	2,292.71	50	
Ellettsburg.....	3	4,432.68	1,500.00	500.00	194.65	16.82	.....	1,517.55	1,084.60	59	
Ellettsburg.....	3	2,584.15	1,200.00	140.00	170.97	7.26	.....	1,229.32	1,598.67	54	
Emmence.....	3	8,687.90	1,500.00	860.00	258.60	10.72	.....	1,693.82	1,094.87	66	
Falmouth.....	3	2,666.83	1,200.00	320.00	151.74	12.08	.....	1,874.23	1,877.47	56	
Flemingsburg.....	3	8,245.70	1,400.00	300.00	159.95	14.28	.....	1,094.68	19,250.82	87	Do.
Frankfort.....	3	30,347.68	2,600.00	4,208.62	202.34	.....	4,085.90	2,058.67	2,889.10	36	
Franklin.....	3	4,247.77	1,600.00	200.00	239.55	19.12	.....	2,590.80	2,835.07	83	
Fulton.....	3	7,424.37	1,900.00	250.00	40.80	.....	.....	2,881.70	2,210.89	57	
Georgetown.....	3	8,128.39	1,600.00	499.92	422.50	69.28	.....	2,918.00	1,118.96	58	
Glasgow.....	3	2,238.26	1,200.00	1,000.00	80.00	16.80	.....	1,568.91	1,568.46	61	
Greenville.....	3	6,154.54	1,700.00	120.00	158.54	11.26	.....	1,969.80	8,685.46	40	Presidential, Jan. 1, 1903.
Guhrle.....	3	1,042.13	500.00	175.00	50.00	1.52	.....	2,471.10	8,815.61	70	
Hardford.....	3	19,116.53	2,500.00	4,224.88	644.09	417.62	4,177.64	11,964.23	7,152.30	63	
Henderson.....	3	4,087.69	1,300.00	60.00	8.40	.....	.....	1,693.40	2,389.29	41	
Hopkinsville.....	3	18,370.92	2,300.00	8,600.00	725.70	388.95	8,415.77	10,875.42	2,985.50	73	
Jackson.....	3	2,128.76	1,000.00	600.00	139.95	15.20	.....	1,754.26	679.07	72	
Lancaster.....	3	2,904.72	1,100.00	80.00	235.42	7.84	.....	1,314.26	814.50	62	
Lawrenceburg.....	3	8,667.51	1,500.00	460.00	250.00	11.86	.....	2,221.12	1,446.39	63	
Lebanon.....	3	6,274.75	1,800.00	500.00	357.15	21.51	.....	2,678.66	5,586.09	41	
Leitchfield.....	3	78,849.52	3,200.00	13,638.04	104.30	5.28	.....	32,537.17	46,312.45	52	
Lexington.....	3	8,690.49	1,400.00	350.00	170.00	18.96	14,845.64	1,893.96	1,751.58	58	In Government building.
London.....	3	2,700.33	1,000.00	400.00	120.00	10.24	.....	1,530.24	1,170.14	57	
Louisville.....	3	618,901.54	6,000.00	119,236.47	2,180.00	6,180.62	114,989.01	247,172.88	871,206.44	40	Do.
Ludlow.....	3	8,901.13	1,500.00	156.00	26.88	26.88	.....	1,712.88	2,278.26	43	
Madisonville.....	3	6,507.70	1,400.00	79.99	294.07	6.48	.....	2,096.06	4,411.64	32	
Marion.....	3	8,409.78	1,400.00	400.00	120.00	6.48	.....	1,926.46	1,483.80	54	
Mayfield.....	3	9,819.09	1,900.00	1,200.00	443.83	37.04	.....	3,580.37	5,738.72	38	
Mayville.....	3	14,215.49	2,400.00	8,637.50	700.00	481.12	.....	9,798.83	4,421.65	68	
Middlesboro.....	3	6,158.64	1,700.00	190.00	294.00	68.29	2,626.21	2,252.29	2,906.35	41	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
LOUISIANA—continued.											
Mandeville.....	3	\$2,817.27	\$1,300.00	\$150.00	\$174.00	\$7.60	.....	\$1,631.40	\$1,185.67	58	Presidential, Jan. 1, 1903.
Marksville.....	3	967.09	500.00	.....	87.00	1.84	.....	1,688.84	3,378.25	61	In Government building.
Minden.....	3	5,020.57	1,500.00	200.00	142.00	12.72	.....	1,854.72	8,165.85	37	
Monroe.....	3	16,819.57	2,400.00	2,682.60	.....	350.18	\$2,546.25	7,928.08	8,891.54	47	
Morgan City.....	3	5,202.19	1,600.00	55.00	177.68	29.44	.....	1,862.12	8,340.25	36	
Napoleonville.....	3	2,571.82	1,100.00	60.00	140.00	20.56	.....	1,320.56	1,261.26	51	
Natchitoches.....	3	8,768.87	1,700.00	300.00	350.00	22.88	.....	2,372.88	8,390.99	41	
New Iberia.....	3	8,862.22	2,100.00	1,000.00	198.00	61.60	.....	3,359.60	6,502.62	38	
New Orleans.....	2	605,099.59	5,000.00	117,905.26	3,400.00	9,502.34	128,862.91	264,170.51	341,929.08	44	Do.
Opelousas.....	1	5,408.85	1,600.00	.....	147.50	28.52	.....	1,723.52	8,685.38	32	Do.
Patterson.....	3	4,207.85	1,500.00	.....	35.68	35.68	.....	1,683.18	2,524.67	40	
Plaquemine.....	3	6,244.84	1,800.00	100.00	300.00	34.56	.....	2,294.56	4,010.28	36	
Pollock.....	3	2,205.31	1,000.00	.....	145.00	3.44	.....	1,148.44	1,056.87	52	Presidential, Jan. 1, 1903.
Rayne.....	3	1,889.46	500.00	49.99	.....	5.36	.....	555.35	884.11	40	
Ruston.....	3	8,600.99	1,800.00	500.00	380.00	82.08	.....	2,692.08	6,908.91	31	
St. Francisville.....	3	2,208.12	1,100.00	60.00	151.00	5.92	.....	1,316.92	891.20	60	
St. Joseph.....	3	2,508.89	1,100.00	.....	123.73	6.52	.....	1,229.25	1,279.64	49	
St. Martinville.....	3	1,134.33	500.00	.....	68.40	3.36	.....	571.76	562.57	50	Do.
Shreveport.....	1	67,752.54	3,100.00	8,126.08	241.00	948.08	8,386.22	20,510.38	47,242.21	30	In Government building.
Thibodaux.....	1	5,265.24	1,600.00	240.00	96.70	21.92	.....	2,102.92	3,162.32	40	
Welsh.....	3	1,713.77	650.00	.....	.....	6.17	.....	762.87	960.90	44	Presidential, Jan. 1, 1902.
Whitecastle.....	3	2,922.78	1,200.00	.....	152.00	11.04	.....	1,383.04	1,559.74	47	
Total.....	.....	905,227.17	67,500.00	146,250.50	10,986.23	12,420.96	146,141.86	888,249.05	521,978.12	42	
MAINE.											
Auburn.....	2	25,147.85	2,600.00	4,800.00	1,050.00	827.76	6,708.87	15,874.63	9,778.22	61	In Government building.
Augusta.....	1	164,256.32	2,400.00	36,633.49	.....	720.00	8,119.62	45,886.94	95,319.88	34	Do.
Bangor.....	1	14,794.49	2,200.00	18,527.77	.....	538.80	15,876.26	31,191.83	40,548.15	39	
Bart Harbor.....	2	1,686.30	2,500.00	3,285.36	1,000.00	288.88	2,624.85	5,173.70	8,407.60	64	
Bath.....	2	18,852.57	2,500.00	3,742.40	.....	244.18	2,256.48	11,793.01	8,060.56	59	Do.
Belfast.....	2	8,841.62	1,100.00	1,500.01	164.00	28.40	2,628.68	6,152.04	2,692.56	70	Do.
Berwick.....	3	5,941.62	1,100.00	.....	14.00	12.00	.....	1,375.00	1,585.62	40	
Biddeford.....	3	5,203.55	1,400.00	150.00	205.00	12.15	.....	1,767.15	1,482.40	54	
Bridgton.....	2	12,873.12	2,300.00	2,675.44	626.00	262.98	6,268.75	11,412.15	1,560.87	88	
Buckley Harbor.....	3	4,130.45	1,500.00	2,290.00	146.00	12.58	.....	1,852.58	1,657.97	53	
Brighton.....	3	4,120.48	1,500.00	110.00	180.00	12.48	.....	1,907.48	2,312.98	44	
Brunswick.....	2	11,451.03	2,300.00	2,231.27	700.00	69.98	8,498.83	8,850.08	2,600.95	77	
Burlington.....	3	3,169.86	1,400.00	3,000.00	204.00	11.62	.....	4,915.62	1,254.27	60	
Calais.....	2	8,044.45	2,100.00	1,840.76	544.84	24.62	.....	4,511.72	4,182.73	52	
Canaan.....	2	83,106.49	2,700.00	8,210.30	500.00	305.62	.....	6,716.92	31,889.57	13	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
MAINE—continued.											
Waldoboro	3	\$2,775.03	\$1,800.00	\$200.00	.....	\$0.20	.....	\$1,595.20	\$1,265.83	54	In Government building.
Waterville	1	51,842.08	3,000.00	5,636.81	.....	257.54	\$4,658.40	14,702.75	84,639.28	29	
Westbrook	2	9,302.00	2,200.00	1,554.35	.....	23.92	.....	4,077.96	5,904.24	41	
Winthrop	3	2,751.13	1,800.00	70.00	148.00	8.24	.....	1,523.24	1,227.89	55	Do.
Wiscasset	3	2,191.94	1,000.00	200.00	.....	11.20	.....	1,211.20	980.74	55	
Total	.....	953,236.01	125,100.00	145,386.90	19,214.17	7,484.08	111,819.57	409,004.72	544,231.29	43	
MARYLAND.											
Aberdeen	3	2,781.82	1,100.00	70.00	102.00	6.32	.....	1,278.32	1,503.50	46	
Annapolis	2	17,991.07	2,500.00	3,771.74	.....	274.76	.....	9,268.18	8,722.89	51	Do.
Baltimore	1	1,439,220.62	6,000.00	308,064.33	20,377.24	23,122.24	872,643.55	729,185.30	710,025.32	51	Do.
Belair	3	6,238.05	1,700.00	180.00	201.00	11.12	.....	2,103.24	4,134.81	34	
Berlin	3	5,177.87	1,600.00	150.00	145.96	11.12	.....	1,807.08	3,370.79	37	
Brunswick	2	2,612.68	1,100.00	249.76	231.40	17.60	.....	1,598.76	1,013.92	61	
Cambridge	3	9,187.94	2,000.00	1,375.00	381.05	54.69	.....	3,810.74	5,377.20	41	
Centerville	2	5,188.98	1,600.00	191.76	299.77	16.24	.....	2,107.77	3,081.21	41	
Chestertown	3	5,660.27	1,700.00	110.00	262.96	24.24	.....	2,168.25	3,491.02	37	
Crisfield	3	5,512.75	1,600.00	350.00	204.25	14.00	.....	1,863.82	3,648.93	37	
Cumberland	2	44,701.97	2,900.00	5,515.49	1,000.00	708.57	6,436.00	15,500.05	28,141.91	37	
Denton	3	3,665.20	1,400.00	268.00	268.00	10.32	.....	1,796.96	1,868.24	51	
Easton	2	9,350.50	2,100.00	1,900.00	690.00	46.32	.....	4,796.32	4,554.18	51	
Elkton	3	5,565.11	1,700.00	250.00	261.25	32.40	.....	2,283.65	3,281.46	40	
Ellicott City	3	4,817.86	1,600.00	450.00	283.55	33.76	.....	2,847.11	1,970.75	49	
Emmitsburg	3	3,481.75	1,300.00	40.00	123.00	20.56	.....	1,438.56	1,993.19	43	
Fredrick	2	19,661.40	2,500.00	8,800.00	1,200.00	224.45	4,030.98	11,755.43	7,905.97	40	
Frostburg	3	7,182.66	1,900.00	291.89	382.90	50.96	.....	2,505.25	4,677.41	35	
Hagerstown	2	29,073.83	2,700.00	5,096.63	1,100.00	787.98	6,661.69	15,846.25	12,227.58	35	
Hancock	3	1,219.83	550.00	200.00	154.19	4.40	.....	808.59	777.24	66	Presidential, Jan. 1, 1903.
Harre de Grace	3	4,962.82	1,600.00	150.00	188.79	43.52	.....	1,932.31	2,990.21	40	
Laurel	3	4,252.39	1,500.00	400.00	174.00	30.96	.....	2,104.96	2,147.43	50	
Leanconing	3	4,294.33	1,500.00	1,000.00	212.20	41.86	.....	2,764.05	1,480.28	65	
Middletown	3	1,106.54	500.00	.....	.....	2.00	.....	538.32	568.22	50	
Mount Airy	3	3,827.30	1,400.00	.....	261.00	7.44	.....	1,687.44	2,139.86	44	
Oakland	3	5,167.66	1,600.00	300.00	320.90	31.28	.....	2,152.18	3,015.48	42	
Pocomoke City	3	4,501.06	1,500.00	120.00	280.00	28.76	.....	1,943.76	2,557.30	43	
Port Deposit	3	5,311.12	1,600.00	55.00	201.06	21.52	.....	1,876.52	3,434.60	35	
Princess Anne	3	6,837.94	1,600.00	550.00	207.99	18.00	.....	2,465.99	2,891.95	46	
Rising Sun	3	2,871.83	1,200.00	150.00	137.83	6.64	.....	1,494.47	1,377.36	52	
Rockville	3	3,806.33	1,500.00	1,100.00	290.00	36.96	.....	2,026.96	1,779.37	77	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—CON.											
East Pepperell.....	3	\$4,163.17	\$1,500.00	.....	\$250.00	\$32.08	.....	\$1,782.08	\$2,881.09	43	In Government building.
East Walpole.....	3	5,471.75	1,600.00	.....	140.00	11.60	.....	1,751.60	3,720.15	32	
East Whitman.....	3	2,622.26	1,200.00	.....	155.00	15.88	.....	1,455.21	1,167.05	55	
Edgartown.....	3	2,888.66	1,400.00	\$83.33	228.78	14.32	.....	1,643.05	1,250.61	57	
Fairhaven.....	3	8,146.00	1,800.00	.....	304.00	46.48	.....	2,651.40	5,494.60	33	Do.
Fall River.....	3	96,987.64	3,800.00	498.92	.....	48.48	.....	65,112.45	31,825.09	67	
Falmouth.....	1	4,283.43	1,500.00	18,267.96	.....	1,129.60	\$12,414.96	2,121.60	2,141.88	50	
Fitchburg.....	1	56,578.21	3,100.00	2,560.00	850.00	21.60	.....	31,280.12	25,348.15	55	
Florence.....	2	9,504.91	2,100.00	9,097.28	2,500.00	723.15	15,809.69	4,080.40	5,474.51	42	
Foxboro.....	3	4,876.12	1,700.00	1,400.00	312.00	30.40	.....	2,044.80	2,831.32	42	
Franklin.....	3	5,513.98	1,600.00	.....	210.00	39.20	.....	1,849.20	3,664.78	35	
Franklin.....	2	11,513.80	2,800.00	1,328.72	625.00	168.62	1,578.31	6,000.65	5,512.65	52	
Georgetown.....	2	21,887.78	2,400.00	5,200.00	500.00	317.96	5,080.28	13,648.19	8,239.59	62	
Gloucester.....	3	8,199.83	1,400.00	1,000.00	216.00	18.08	.....	2,634.08	5,565.75	32	Do.
Gloucester.....	3	45,875.07	3,000.00	7,975.00	.....	450.90	12,886.79	24,862.69	21,012.38	53	
Grafton.....	1	2,612.01	1,200.00	.....	185.00	15.64	.....	1,401.64	1,210.37	54	
Great Barrington.....	2	12,063.90	2,200.00	2,721.44	500.00	177.56	2,213.53	7,512.53	4,241.37	65	
Greenfield.....	2	27,190.05	2,700.00	4,172.01	950.00	390.41	4,574.32	12,795.74	14,408.31	47	
Groton.....	2	8,870.17	1,400.00	.....	127.00	25.28	.....	1,552.26	2,817.90	40	
Haverhill.....	1	62,731.38	3,100.00	13,872.77	265.00	896.94	21,534.05	39,658.76	23,062.62	63	Do.
Haydenville.....	3	497.38	250.00	.....	40.86	1.92	.....	292.90	204.48	69	Presidential, Apr. 1, 1903.
Highlandville.....	2	7,557.62	1,800.00	.....	150.00	16.16	.....	1,956.16	5,601.46	26	
Hingham.....	2	10,887.84	2,200.00	.....	405.58	65.99	.....	5,017.63	5,870.21	46	
Holliston.....	3	8,621.27	1,400.00	1,713.04	227.00	26.32	.....	1,658.32	1,962.95	46	
Holyoke.....	1	73,009.71	3,200.00	10,887.49	2,246.26	782.80	19,610.11	36,728.65	36,281.06	50	
Hopedale.....	1	6,554.35	1,700.00	.....	141.65	39.60	.....	1,891.25	4,673.10	29	
Hopkinton.....	2	2,642.60	1,200.00	100.00	197.40	16.48	.....	1,513.88	1,128.72	57	
Housatonic.....	2	2,923.18	1,200.00	.....	196.00	13.86	.....	1,409.36	1,513.82	48	
Hudson.....	2	13,029.29	2,100.00	.....	445.00	73.20	.....	4,018.20	9,011.09	31	
Huntington.....	2	2,215.74	1,100.00	.....	144.00	6.80	.....	1,400.80	814.94	63	
Hyannis.....	2	4,474.60	1,600.00	1,560.00	316.00	27.12	.....	3,148.12	1,331.48	70	
Indian Orchard.....	2	35,231.19	2,800.00	1,200.00	1,000.00	563.28	10,068.62	20,441.98	14,789.21	58	
Ipswich.....	3	4,654.91	1,500.00	5,966.52	1,083.61	17.76	.....	1,817.76	2,837.15	39	
Kingston.....	3	7,568.31	1,800.00	.....	258.00	72.56	.....	2,180.56	5,427.75	66	Presidential, Oct. 1, 1902.
Lancaster.....	3	2,013.80	1,700.00	.....	96.80	13.52	.....	853.82	864.00	57	
Lawrence.....	3	77,834.18	1,000.00	14,070.17	135.00	19.20	.....	52,888.53	24,945.65	68	
Lee.....	3	7,717.05	2,200.00	.....	8,279.37	38.84	80,468.22	2,439.20	5,277.85	67	
Leicester.....	1	6,691.93	1,400.00	150.00	117.81	10.80	.....	1,528.61	4,163.32	32	
Lenox.....	3	9,280.89	1,900.00	250.00	407.00	86.24	.....	2,643.24	6,637.65	27	
Leominster.....	3	22,751.73	2,600.00	4,142.24	1,200.00	191.25	6,770.32	14,904.01	7,847.72	28	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
MARSHBURNETTE—COOL.											
Shelburne Falls.	3	\$5,383.82	\$1,700.00	\$200.00	\$231.00	\$20.40		\$2,151.40	\$3,232.42	40	
Shirley.	3	4,718.66	1,800.00	40.00	121.71	11.44		1,478.16	8,246.40	31	
South Ashburnham.	3	2,616.41	1,200.00		126.00	4.32		1,880.82	1,286.09	51	
South Braintree.	3	6,383.99	1,600.00		277.00	81.82		1,908.92	5,485.07	35	
South Bridge.	2	11,970.90	2,200.00	2,200.00	600.00	62.83	\$2,685.78	7,698.61	4,272.29	64	
South Deerfield.	3	1,948.73	1,000.00		105.00	9.76		1,114.76	883.97	57	
South Framingham.	3	19,983.46	2,500.00	4,908.79	768.75	237.76	6,617.62	18,482.92	6,660.54	67	
South Hadley.	3	4,698.73	1,500.00	40.00	150.00	34.88		1,724.88	2,971.85	37	
South Hadley Falls.	3	9,188.51	1,700.00		251.50	16.04		1,966.04	7,221.97	21	
South Leicester.	2	2,313.44	1,100.00		174.00	14.64		1,288.64	1,024.76	56	
South Weymouth.	2	11,454.54	2,100.00		435.98	76.05	992.11	5,785.83	5,718.71	50	
Spencer.	2	9,081.26	2,000.00	2,172.69	375.00	57.28		4,253.58	4,807.67	47	
Springfield.	1	276,590.03	8,000.00	1,716.80	480.00	3,167.21	88,568.08	84,178.90	192,406.13	30	In Government building.
Stockbridge.	2	4,882.96	1,700.00	883.66	804.00	88.68		2,087.68	2,786.28	42	
Stoneham.	2	18,172.68	2,400.00	2,240.76	500.00	277.26	8,518.76	8,986.78	9,285.90	49	
Stoughton.	2	6,186.23	1,700.00		358.00	49.04		2,107.04	4,029.19	34	
Taunton.	1	45,755.56	1,700.00	9,908.82	858.00	666.25	18,836.46	82,491.83	18,284.08	71	
Townsend.	3	2,548.76	1,100.00		115.00	9.60		1,224.60	1,324.16	48	
Tufts College.	3	8,840.24	1,400.00	100.00	186.20	21.84		1,708.04	1,652.20	51	
Turners Falls.	3	7,169.12	1,800.00		322.36	26.44		2,147.80	6,021.32	64	
Uxbridge.	3	3,878.24	1,500.00		380.00	21.60		1,851.60	1,926.64	56	
Vineyard Haven.	2	8,262.28	1,400.00		243.00	15.60		1,808.60	1,453.68	55	
Walden.	2	20,479.59	2,500.00	8,140.76	676.00	215.80	6,158.38	12,684.96	7,794.64	62	
Waldfield.	2	4,916.86	1,700.00		250.00	80.96		1,980.96	2,936.89	40	
Walpole.	1	43,125.26	8,000.00	6,942.66	1,700.00	785.82	12,205.45	24,584.96	18,540.80	57	
Waltham.	3	10,165.96	2,200.00	2,699.08	690.00	168.86	2,009.27	7,757.21	2,408.75	76	
Ware.	2	8,499.60	1,400.00		136.56	19.92		1,566.48	1,943.12	44	
Wareham.	2	4,508.89	1,400.00		256.04	29.04		1,784.08	2,719.81	40	
Warren.	2	18,911.17	2,500.00	4,288.58	700.00	199.21	6,443.62	14,186.86	4,774.81	76	
Watertown.	2	9,457.82	2,000.00	1,108.52	262.00	89.73		8,400.26	6,087.07	36	
Waverly.	2	11,566.52	2,800.00	2,400.00	650.00	79.24	3,456.56	8,886.80	2,709.72	77	
Webster.	2	11,569.86	2,200.00	1,947.22	600.00	233.12	148.35	6,128.69	6,441.16	44	
Wellfleet.	2	5,071.72	1,700.00		276.00	49.52		2,024.52	3,047.20	40	
Wellfleet Hills.	2	6,715.65	1,500.00	168.85	158.55	6.84		1,364.69	1,360.96	50	
West Acton.	2	10,066.43	2,100.00	2,168.76	600.00	844.01	2,681.23	7,864.00	2,202.43	50	
Westboro.	2	2,865.68	1,200.00		88.72	13.92		1,297.64	1,097.94	54	
West Brookfield.	2	82,081.09	2,800.00	6,802.49	1,200.00	213.56	6,560.66	16,076.70	16,984.89	50	
Westfield.	2	11,404.76	2,800.00	1,583.96	1,576.00	128.56	1,791.89	6,327.41	6,127.34	55	
West Medford.	2	6,800.12	1,800.00		786.00	84.96		2,070.96	4,729.16	30	
Whitinsville.	2	8,149.57	1,900.00		489.00	66.80		2,006.80	6,142.77	32	
Whitman.	2	9,165.86	2,000.00	1,420.58	389.00	66.52		3,846.15	5,319.31	42	
Williamstown.	2										

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Chelsea.	3	\$4,660.81	\$1,600.00	\$100.00	\$283.16	\$9.92	.....	\$1,943.08	\$2,717.73	42	
Chequamegon.	3	3,660.06	1,500.00	90.00	250.00	6.88	.....	1,966.88	1,703.18	53	
Clare.	3	4,390.08	1,500.00	250.00	360.00	6.72	.....	2,003.72	2,386.36	46	
Clayton.	3	2,573.42	1,300.00	.....	113.32	2.32	.....	1,420.64	1,152.78	56	
Clinton.	3	3,160.03	1,300.00	.....	183.00	8.92	.....	1,493.92	1,666.11	47	
Clio.	3	3,739.46	1,500.00	190.00	146.00	4.16	83,499.29	9,940.16	1,596.23	49	
Coldwater.	2	16,156.88	2,400.00	2,900.88	1,000.00	114.11	.....	1,680.88	4,727.79	66	
Coleman.	3	2,865.67	1,200.00	860.00	174.00	2.88	.....	1,833.43	1,032.24	69	
Conant.	3	4,873.98	1,800.00	.....	256.00	9.12	.....	1,936.12	2,937.86	43	
Coopersville.	3	2,219.57	1,000.00	.....	174.00	10.34	.....	1,176.00	1,043.57	53	
Corunna.	3	4,086.80	1,600.00	150.00	294.00	4.86	.....	2,054.34	2,032.46	51	
Crosswell.	3	4,003.05	1,400.00	100.00	140.00	7.60	.....	1,862.60	2,140.45	41	
Crystal Falls.	3	3,294.15	1,600.00	80.00	225.00	1.92	.....	1,237.92	1,646.23	36	
Davison.	3	2,176.06	1,100.00	60.00	146.00	4.24	.....	1,656.90	678.16	90	
Deatur.	3	3,635.16	1,400.00	26.66	135.00	22.56	.....	1,770.88	1,864.28	44	
Deary.	3	3,457.67	1,500.00	.....	243.00	11,067.10	202,203.39	391,230.72	692,233.49	82	In Government building.
Detroit.	1	1,083,560.18	6,000.00	165,010.32	7,019.41	60.97	2,684.74	8,624.02	7,642.78	86	
Dowagiac.	2	16,266.78	2,400.00	2,738.31	800.00	15.97	.....	2,070.28	8,645.28	62	
Dundee.	3	2,238.41	1,100.00	76.66	200.00	15.26	.....	1,490.76	1,427.20	70	
Durand.	3	6,287.61	1,600.00	220.00	268.00	2.00	.....	1,531.24	1,476.36	51	
East Jordan.	3	2,917.96	1,300.00	.....	225.00	6.24	.....	2,294.49	6,258.46	64	
East Tawas.	3	7,688.86	1,300.00	120.00	354.00	10.48	.....	1,678.72	1,456.14	54	Presidential, Jan. 1, 1903.
Elk Rapids.	3	1,070.32	1,500.00	.....	78.00	4.48	.....	1,456.17	1,024.67	48	
Elk Rapids.	3	2,044.01	1,300.00	40.00	141.69	4.48	.....	1,652.49	6,452.97	63	
Elk Rapids.	3	2,044.01	1,300.00	200.00	250.00	2.40	.....	1,652.49	6,452.97	63	
Elk Rapids.	3	16,867.40	1,700.00	2,861.14	676.00	30.34	4,688.55	2,063.52	2,873.59	55	
Elk Rapids.	3	1,021.11	1,700.00	100.00	126.00	1.62	.....	2,063.52	2,873.59	55	
Escanaba.	3	730.00	1,500.00	.....	136.00	94.43	.....	8,867.43	4,083.56	49	
Evartville.	2	2,000.00	2,000.00	1,500.00	1,000.00	325.46	9,104.78	19,044.10	14,142.68	53	
Evartville.	2	2,000.00	2,000.00	6,872.91	186.00	4.90	.....	1,601.90	1,416.08	53	
Evartville.	2	2,000.00	2,000.00	150.00	184.00	1.72	.....	1,754.72	2,182.87	45	
Evartville.	2	2,000.00	2,000.00	480.00	136.00	1.44	.....	1,137.44	2,540.70	49	
Evartville.	2	2,000.00	2,000.00	86.68	136.00	7.20	.....	1,643.88	2,084.50	47	
Evartville.	2	2,000.00	2,000.00	130.00	136.00	5.36	.....	2,029.36	4,114.78	83	
Evartville.	2	2,000.00	2,000.00	1,000.00	136.00	2.16	.....	1,421.40	5,986.02	99	
Evartville.	2	2,000.00	2,000.00	1,000.00	136.00	44.29	.....	3,879.29	5,899.70	88	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Marquette.....	3	\$3,758.08	\$1,400.00	\$90.00	\$300.00	\$2.00	.....	\$1,792.00	\$1,966.08	48	In Government building.
Marquette.....	2	2,600.00	4,186.08	.....	790.00	376.27	\$5,990.45	13,985.10	\$1,861.88	74	
Marshall.....	1	86,274.46	5,194.46	.....	.....	227.12	\$3,707.57	12,884.15	72,390.31	16	
Mason.....	3	1,600.00	21.09	.....	862.00	0.52	.....	1,556.52	4,114.48	39	
Mason.....	3	1,600.00	60.00	.....	286.45	1.52	.....	1,950.98	7,432.03	43	
Mendon.....	3	1,600.00	8,661.14	.....	224.00	190.72	5,451.05	11,902.84	12,575.00	44	
Menominee.....	2	2,600.00	100.00	.....	277.00	14.88	.....	2,141.88	9,168.73	49	Do.
Midland.....	3	1,700.00	180.00	.....	277.00	14.88	.....	2,141.88	9,168.73	44	
Midland.....	3	1,400.00	180.00	.....	277.00	14.88	.....	2,141.88	9,168.73	41	
Mill.....	3	1,400.00	180.00	.....	277.00	14.88	.....	2,141.88	9,168.73	52	
Mill.....	3	1,400.00	180.00	.....	277.00	14.88	.....	2,141.88	9,168.73	50	
Monroe.....	2	2,600.00	2,900.00	.....	575.00	190.84	2,681.35	8,647.50	3,870.07	69	
Monroe.....	2	1,400.00	.....	.....	194.59	10.88	.....	1,550.47	1,235.15	48	
Morenci.....	3	2,600.00	300.00	.....	380.00	10.08	.....	2,060.08	1,563.73	56	
Mount Pleasant.....	2	2,600.00	8,331.64	.....	680.00	477.54	4,176.85	11,085.98	5,548.51	67	
Mount Pleasant.....	2	2,600.00	2,800.00	.....	600.00	54.84	.....	1,554.88	2,743.88	54	
Muskegon.....	2	1,600.00	6,480.18	.....	248.98	3.84	.....	798.82	2,743.88	40	
Muskegon.....	2	2,600.00	6,480.18	.....	1,000.00	408.79	11,747.29	22,433.28	2,454.00	51	
Nashville.....	3	1,600.00	70.00	.....	242.00	11.20	.....	2,981.20	6,241.07	26	
Nashville.....	3	1,600.00	110.00	.....	160.00	6.28	.....	1,875.28	1,686.72	48	
Newberry.....	2	1,600.00	2,800.00	.....	580.00	51.72	4,199.59	9,901.31	1,179.75	92	
Niles.....	2	2,600.00	40.00	.....	127.20	8.80	.....	1,288.80	2,210.80	52	
North Branch.....	3	1,600.00	.....	.....	280.00	4.48	.....	2,083.48	4,174.87	49	
Northville.....	3	1,600.00	45.87	.....	270.00	5.60	.....	1,821.47	1,918.98	49	
Oliver.....	3	1,600.00	100.00	.....	174.00	7.20	.....	1,583.86	2,743.88	92	
Onaway.....	3	1,600.00	.....	.....	174.00	8.24	.....	1,877.28	1,246.82	52	
Orion.....	3	1,600.00	.....	.....	210.00	6.16	.....	2,116.16	1,176.10	51	
Orion.....	3	1,600.00	.....	.....	210.00	6.16	.....	2,116.16	1,692.04	65	
Orion.....	3	1,600.00	.....	.....	168.00	10.82	.....	1,851.18	2,765.14	40	
Orion.....	3	1,600.00	.....	.....	240.84	7.36	.....	1,763.36	2,235.84	44	
Orion.....	3	1,600.00	.....	.....	245.00	.....	6,569.85	15,644.92	8,726.40	64	
Oxford.....	2	2,600.00	5,829.06	.....	700.00	346.51	.....	10,011.52	2,682.87	43	
Oxford.....	2	1,600.00	60.00	.....	272.00	12.48	.....	1,999.48	4,217.96	82	
Paw Paw.....	3	1,700.00	160.00	.....	200.00	5.12	.....	1,765.12	1,007.82	64	
Perry.....	3	2,772.94	180.00	.....	198.00	6.96	.....	2,386.96	915.04	57	
Perry.....	3	2,152.00	2,841.76	.....	900.00	184.63	8,668.00	10,689.88	6,923.86	59	
Pickens.....	3	17,013.25	2,500.00	.....	88.26	1.92	.....	1,083.17	6,508.13	68	Presidential, Oct. 1, 1902.
Pinebluff.....	3	1,569.30	225.00	.....	88.26	1.92	.....	1,083.17	1,828.14	49	
Plainwell.....	3	8,607.50	40.00	.....	282.00	7.86	.....	1,779.86	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Wyandotte.....	3	\$6,420.29	\$1,900.00	\$300.00	\$460.00	\$25.94	\$3,512.63	\$6,096.47	\$321.82	96	
Yale.....	3	3,220.11	1,400.00	150.00	196.00	2.16	.....	1,743.16	1,471.95	54	
Ypsilanti.....	2	17,997.38	2,500.00	3,296.27	900.00	294.75	6,512.11	12,466.13	6,531.25	69	
Zeeland.....	3	2,701.50	1,200.00	50.00	123.00	2.32	.....	1,381.82	1,320.13	51	
Total.....		3,512,509.39	390,400.00	487,984.56	86,353.36	30,280.45	577,615.59	1,572,563.95	2,039,925.93	44	
MINNESOTA.											
Ada.....	3	4,169.33	1,500.00	50.00	235.00	.....	.....	1,735.00	2,384.63	43	
Aldrian.....	3	2,489.26	1,400.00	.....	243.00	2.10	.....	1,650.00	1,419.26	54	
Alkin.....	3	3,653.60	1,700.00	200.00	124.00	6.98	.....	2,128.96	1,354.10	34	
Alvay.....	3	3,853.60	1,200.00	.....	194.00	3.44	.....	2,327.44	1,775.15	43	
Albert Lea.....	2	17,423.77	2,400.00	3,500.00	600.00	51.13	2,692.70	9,243.88	5,579.84	52	
Alexandria.....	3	7,443.11	1,800.00	100.00	300.00	6.48	.....	2,383.98	2,774.13	32	
Amboy.....	3	3,423.15	1,800.00	180.00	300.00	1.84	.....	2,381.44	1,543.72	56	
Anoka.....	3	6,400.52	1,800.00	441.38	400.00	22.57	.....	2,724.02	3,715.50	42	
Appleton.....	3	3,713.22	1,800.00	.....	170.00	4.44	.....	1,574.72	2,138.50	43	
Argyle.....	3	2,173.24	1,200.00	100.00	171.00	1.44	.....	1,461.44	1,351.96	52	
Atwater.....	3	2,157.32	1,200.00	100.00	171.00	1.44	.....	1,273.03	1,894.36	59	
Austin.....	2	14,457.82	2,400.00	3,268.06	730.44	107.26	2,632.57	9,135.33	5,322.48	63	
Barnett.....	3	3,752.32	1,400.00	.....	163.55	.....	.....	1,567.55	2,184.77	42	
Barnville.....	3	8,285.33	1,800.00	800.00	323.00	27.38	.....	3,050.36	5,317.47	36	
Beaumont.....	3	6,225.34	1,800.00	150.00	314.00	7.76	.....	2,071.76	4,951.53	35	
Bellevue.....	3	2,124.27	1,100.00	40.00	210.00	.....	.....	2,352.64	843.63	62	
Blackburn.....	3	2,145.49	1,100.00	.....	165.00	1.84	.....	1,267.84	943.63	59	
Blackhawk.....	3	3,703.00	1,775.00	.....	25.00	.....	.....	1,300.85	405.02	43	Presidential, Apr. 1, 1903.
Bloomington.....	3	2,780.37	1,200.00	201.62	188.87	2.08	.....	1,592.57	1,138.90	58	
Blue Earth.....	3	6,393.62	1,700.00	300.00	445.00	10.90	.....	2,455.80	3,926.62	38	
Braintree.....	2	14,631.37	2,400.00	2,731.14	300.00	155.20	3,226.26	8,842.60	5,799.27	61	
Breckenridge.....	3	4,892.92	1,500.00	.....	135.00	6.08	.....	1,691.96	3,190.96	35	
Brown Valley.....	3	2,893.54	1,200.00	70.00	224.00	8.44	.....	1,497.44	1,402.50	52	
Buffalo.....	3	2,682.58	1,200.00	15.00	132.64	5.12	.....	1,492.70	1,633.17	45	
Camden.....	3	3,467.69	1,400.00	.....	223.15	2.18	.....	1,628.31	1,838.73	47	
Cambridge.....	3	5,735.33	1,700.00	300.00	166.00	2.15	.....	1,989.43	1,224.86	56	
Carby.....	3	6,158.72	1,700.00	.....	234.00	2.92	.....	1,989.92	4,168.80	32	
Carlton Falls.....	3	3,938.20	1,400.00	140.00	204.00	4.72	.....	1,743.94	2,194.26	45	
Carlton.....	3	1,246.01	1,550.00	85.00	98.00	5.32	.....	1,633.82	531.19	56	Presidential, Jan. 1, 1903.
Cass Lake.....	3	3,189.99	1,400.00	.....	245.00	7.04	.....	1,654.58	1,536.95	52	Do.
Chaska.....	3	1,104.55	1,500.00	.....	240.00	2.08	.....	1,762.56	2,208.50	50	
Chaffee.....	3	3,271.03	1,500.00	.....	260.00	2.54	.....	1,762.56	1,511.97	44	
Cloquet.....	3	8,600.41	1,900.00	.....	302.00	9.04	.....	2,261.04	6,339.37	23	

Cobato	1,278.26	550	2,500	1,96	681.86	50
Graceton	20,549.17	2,560	8,549.92	215.51	9,969.22	49
Dassel	1,591.14	2,750	112.50	1.84	9,969.48	48
Dawson	2,821.83	1,300	184.40	7.28	1,874.57	53
Detroit City	2,628.83	1,600	200.00	3.20	2,917.55	42
Dodge Center	2,080.00	1,200	50.00	3.20	2,142.81	47
Duluth	1,087.40	3,400	28,106.09	1,410.68	104,738.59	87
Eagle Bend	2,845.63	1,200	164.00	15.84	61,199.80	42
East Grand Forks	4,187.27	1,500	224.00	2.54	1,867.77	49
Elk River	2,730.27	1,100	60.00	3.84	1,793.84	48
Elmore	2,268.92	1,100	60.00	1.60	1,405.49	51
Ely	5,593.25	1,600	174.00	4.58	1,963.32	52
Excelsior	8,711.59	1,800	260.00	10.72	1,275.60	84
Fairmount	2,790.41	1,200	164.00	14.64	8,674.69	28
Farmington	3,674.59	1,900	310.00	10.88	1,974.72	24
Fault	20,620.53	1,900	380.00	10.88	1,794.64	41
Fergus Falls	2,711.27	1,100	4,267.03	98.78	6,085.71	31
Fertile	14,833.13	2,500	2,861.14	4.64	2,678.88	57
Fond du Lac	1,186.82	2,400	518.64	22.48	8,778.09	23
Fosston	8,430.78	1,400	50.00	1.68	1,283.04	47
Frazee	1,721.83	1,400	300.00	1.88	8,594.23	55
Fulda	2,453.51	1,200	157.50	3.20	5,828.64	56
Glencoe	4,897.48	1,600	40.00	3.28	1,738.45	57
Glenwood	8,248.55	1,400	180.00	8.64	1,014.28	49
Graceville	3,248.07	1,400	50.00	6.04	2,286.92	54
Grand Rapids	5,874.40	1,600	176.00	4.24	2,513.51	41
Granite Falls	4,686.85	1,800	248.00	7.92	1,668.38	49
Hallack	8,711.49	1,400	846.00	6.32	8,898.48	34
Hastings	6,768.46	1,800	195.00	19.28	1,976.92	44
Hawley	2,861.79	1,200	446.68	8.20	2,757.58	44
Hector	2,760.27	1,200	145.99	1.12	2,072.20	50
Herman	2,847.40	1,200	164.00	3.20	2,465.96	55
Heron Lake	3,417.80	1,400	183.62	2.08	1,054.68	49
Hibbing	11,766.54	1,200	205.00	2.56	1,423.07	43
Hopkins	4,865.51	1,800	372.69	29.44	1,809.24	47
Hutchinson	5,514.24	1,600	183.98	6.96	1,906.56	22
Jackson	4,837.68	1,400	277.00	7.04	2,974.59	39
Janesville	2,518.45	1,200	846.00	6.80	3,880.20	50
Jordan	2,779.67	1,000	184.00	3.68	2,122.88	48
Kasson	3,060.09	1,300	116.00	8.68	1,413.35	49
Kenyon	8,099.06	1,200	228.00	4.96	1,159.99	50
Lake Benton	2,504.80	1,200	225.99	4.80	1,628.29	58
Lake City	9,967.09	2,000	227.00	2.96	1,429.94	57
Lake Crystal	8,066.32	1,300	442.23	23.20	1,074.66	40
Lakefield	3,015.14	1,300	286.00	5.96	6,021.98	54
Lake Park	2,689.25	1,300	159.00	1.92	1,404.98	46
Lamberton	2,453.45	1,200	144.00	1.12	1,108.13	55
Lanesboro	2,692.56	1,200	186.01	2.40	1,450.85	46
Le Sueur	2,965.13	1,300	320.47	3.04	1,169.07	52
Leroy	4,397.43	1,200	176.00	2.40	1,390.78	47
Litchfield	6,267.87	1,700	292.00	6.88	1,477.40	53
				11.76	2,067.04	44
					2,817.76	37

No. 10.—Gross receipts, expenses and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—Cont'd.											
Little Falls.....	2	\$10,505.03	\$2,100.00	\$2,260.68	\$600.00	\$22.72	.....	\$4,983.40	\$5,521.63	47	
Long Prairie.....	2	4,843.94	1,500.00	40.00	582.70	5.54	.....	1,806.54	2,438.90	44	
Lyngne.....	3	1,800.00	1,800.00	.....	.....	9.24	.....	2,045.52	1,723.96	30	
McIntosh.....	3	2,548.56	1,100.00	30.00	172.06	.....	.....	1,802.28	2,240.24	51	
Medina.....	3	5,582.79	1,500.00	420.00	277.00	4.58	.....	2,301.68	3,280.91	41	
Minneapolis.....	3	4,188.62	1,500.00	.....	228.96	4.16	.....	1,783.12	2,405.50	41	
Mapleton.....	2	31,240.21	2,700.00	6,431.15	.....	408.31	\$7,060.99	11,693.08	15,701.76	50	In Government building.
Marshall.....	3	2,795.23	1,400.00	60.00	215.00	2.08	.....	1,678.08	1,117.15	50	
Mapleton.....	3	2,955.23	1,800.00	60.00	420.00	12.64	.....	2,283.64	5,672.60	20	
Marshall.....	3	2,825.06	1,800.00	60.00	228.00	4.16	.....	1,587.16	1,237.92	52	
Milwaukee.....	3	2,093.14	1,300.00	100.00	204.00	3.92	.....	1,607.82	1,485.22	52	
Milwaukee.....	3	1,098,185.95	6,000.00	147,063.45	4,370.00	10,393.87	177,574.53	845,856.85	677,889.60	34	Do.
Minneapolis.....	3	1,143.36	550.00	.....	85.00	6.70	.....	2,138.96	4,482.66	57	Presidential, Jan. 1, 1903.
Monticello.....	3	6,705.40	1,800.00	.....	380.00	8.96	.....	1,409.72	1,566.64	32	
Monticello.....	3	8,063.13	1,200.00	40.00	183.00	6.72	.....	4,220.39	1,658.41	46	
Monticello.....	3	10,460.26	2,100.00	1,500.00	608.19	17.20	.....	1,548.08	2,289.87	40	
Monticello.....	3	6,757.19	1,200.00	160.00	194.00	2.08	.....	2,207.44	1,209.11	53	
Monticello.....	3	6,757.60	1,200.00	100.00	294.00	13.44	.....	2,620.98	4,545.16	33	
Mountain Lake.....	3	1,234.61	1,500.00	.....	70.50	2.48	.....	1,841.84	6,783.63	43	Do.
New Paynesville.....	3	2,618.90	1,200.00	20.00	119.84	2.00	.....	1,702.86	1,277.06	51	
New Paynesville.....	3	8,897.70	1,400.00	135.00	154.00	3.86	.....	1,576.77	2,195.84	44	
New Paynesville.....	3	9,983.99	2,200.00	2,201.86	716.57	19.92	148.43	7,700.80	5,557.24	54	
North Branch.....	3	1,460.14	1,500.00	60.00	89.20	1.60	.....	7,681.08	5,679.78	43	Do.
Northfield.....	3	18,811.86	2,800.00	8,282.88	915.96	133.84	1,048.37	1,821.08	2,672.20	57	
Ortonville.....	3	4,463.14	1,800.00	.....	174.00	6.86	.....	1,616.96	1,496.56	41	
Owatonna.....	3	4,463.89	1,500.00	150.00	156.00	5.80	.....	8,541.96	2,840.22	52	
Owatonna.....	3	13,118.52	1,200.00	120.00	294.00	2.96	2,862.46	1,751.04	1,782.08	39	
Park Rapids.....	3	18,735.34	2,300.00	2,782.80	600.00	46.80	.....	1,782.08	1,749.44	49	
Pelican Rapids.....	3	4,689.10	1,500.00	100.00	192.00	1.04	.....	1,205.88	1,477.47	45	Do.
Perham.....	3	8,580.96	1,400.00	150.00	280.00	2.08	.....	2,459.22	5,097.73	50	
Perham.....	3	2,682.85	1,100.00	160.00	99.84	5.44	.....	1,512.15	1,469.47	53	
Pine City.....	3	2,682.85	1,100.00	.....	72.50	9.6	.....	1,979.56	3,156.86	41	
Pine Island.....	3	1,028.49	1,500.00	120.00	209.75	9.22	.....	2,084.24	1,912.89	52	
Pine Island.....	3	8,156.95	1,900.00	.....	235.00	2.80	.....	10,893.01	6,464.18	33	
Pine Island.....	3	2,982.02	1,300.00	.....	209.75	4.72	.....	1,498.44	2,222.13	40	
Plainview.....	3	3,704.58	1,400.00	260.00	314.84	4.72	.....	.....	.....	.....
Princeton.....	3	5,847.64	1,700.00	200.00	250.00	5.76	.....	.....	.....	.....
Red Lake Falls.....	3	8,997.13	1,500.00	380.00	285.00	4.24	.....	.....	.....	.....
Red Wing.....	3	17,833.14	2,400.00	8,900.00	993.70	93.19	8,506.02	.....	.....	.....
Redwood Falls.....	3	5,122.14	1,600.00	50.00	304.00	5.44	.....	.....	.....	.....
Renville.....	3	8,715.86	1,800.00	.....	189.96	8.20	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903—Continued.*

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSISSIPPI—cont'd.											
Brockhaven.....	3	\$3,494.23	\$1,900.00	\$200.00	\$336.00	\$39.28	.....	\$2,497.23	\$6,000.95	29	
Canton.....	3	6,367.86	1,700.00	500.00	286.00	39.86	.....	2,626.86	8,942.50	40	
Clarksdale.....	3	8,015.67	1,800.00	200.00	240.00	57.20	.....	2,277.20	6,738.47	28	
Cleveland.....	3	2,528.12	1,100.00	16.56	153.50	7.20	.....	1,277.26	1,250.86	51	
Collins.....	3	2,214.69	1,000.00	600.00	174.00	7.95	.....	1,740.96	522.73	80	
Columbia.....	3	1,683.26	1,000.00	80.00	62.79	69.12	.....	760.31	742.94	50	
Columbus.....	2	12,491.01	2,200.00	2,565.56	284.00	69.12	.....	5,145.70	7,342.31	41	
Cornith.....	2	10,662.01	2,000.00	1,400.00	400.00	14.40	.....	3,896.08	6,776.93	39	
Crysalsprings.....	3	4,112.96	1,500.00	45.00	243.31	14.72	.....	1,962.32	2,150.27	44	
Durant.....	3	3,714.23	1,600.00	265.30	171.80	14.72	.....	1,218.32	1,501.91	51	
Edwards.....	3	2,377.73	1,100.00	.....	112.00	6.32	.....	1,278.44	2,703.60	40	
Ellisville.....	3	4,642.04	1,400.00	300.00	163.00	16.44	.....	1,878.44	1,781.22	45	
Fayette.....	3	2,672.20	1,100.00	.....	184.50	6.49	.....	1,250.98	1,431.22	58	
Flairpoint.....	3	1,977.96	1,100.00	.....	153.00	3.69	.....	1,256.68	731.28	68	
Gloster.....	3	2,711.96	1,100.00	.....	180.00	4.96	.....	1,067.97	1,644.01	51	
Greenwood.....	3	19,940.40	2,600.00	8,540.33	900.00	577.74	\$2,533.60	10,071.67	9,868.73	51	
Grenada.....	3	8,466.12	1,900.00	240.00	240.00	38.00	.....	2,418.00	6,047.12	29	
Guilford.....	3	6,000.96	1,700.00	307.50	282.17	26.49	.....	2,316.16	3,684.83	39	
Hattiesburg.....	3	8,119.64	1,600.00	140.00	131.88	61.62	.....	1,983.36	6,136.28	34	
Hazlehurst.....	2	17,784.63	2,800.00	2,065.56	300.00	131.76	146.43	4,936.74	12,848.79	28	
Holly Springs.....	3	4,642.70	1,600.00	300.00	288.66	14.66	.....	2,803.30	2,839.40	50	
Indiana.....	3	5,449.71	1,600.00	150.00	154.45	21.12	.....	2,388.51	3,111.20	43	
Iuka.....	3	1,951.69	1,200.00	220.00	182.00	6.62	.....	1,507.62	740.23	97	
Jackson.....	2	30,513.16	1,100.00	5,743.32	182.00	246.30	6,177.57	13,970.19	21,542.97	66	In Government building.
Kosciusko.....	2	4,725.64	2,600.00	400.00	219.86	18.24	.....	2,288.09	2,490.56	39	
Laurel.....	3	3,922.83	1,900.00	200.00	260.00	58.61	.....	2,403.51	6,508.57	27	
Leland.....	3	1,596.04	1,500.00	55.00	172.00	4.03	.....	681.58	615.06	53	
Lexington.....	3	3,940.77	1,400.00	100.00	164.76	9.76	.....	1,574.51	2,366.26	41	
Lumberton.....	3	3,786.45	1,800.00	.....	135.00	18.96	.....	1,563.93	2,222.49	41	
Macomb.....	3	6,668.98	1,500.00	.....	240.00	46.69	.....	2,086.68	4,612.05	31	
Madison.....	3	3,568.40	1,400.00	.....	14.06	14.06	.....	2,033.11	1,560.54	51	
Magallia.....	3	3,568.40	1,400.00	.....	240.00	9.60	6,415.33	14,456.77	21,314.68	52	
Meridian.....	3	2,671.74	1,200.00	199.32	130.00	12.45	.....	1,688.16	973.66	62	
Monticello.....	2	2,671.74	1,200.00	199.32	130.00	12.45	.....	1,688.16	13,149.98	47	
Mount Olive.....	3	3,568.40	1,400.00	.....	86.78	26.45	3,973.61	11,903.80	1,876.00	62	
Natchez.....	2	2,671.74	1,200.00	199.32	130.00	12.45	.....	1,411.92	1,966.76	47	
Ocean Springs.....	3	2,367.82	1,400.00	150.00	148.00	18.60	.....	2,071.82	2,822.13	47	
Oxford.....	3	4,843.96	1,600.00	400.00	215.25	21.62	.....	2,071.82	2,822.13	47	
Pan Christian.....	3	4,964.08	1,600.00	70.00	200.00	53.12	.....	1,873.12	3,090.91	38	

Do.

Poplarville.....	3	2,559.64	1,100.00	60.00	154.40	8.96	1,323.36	1,236.43	52
Port Gibson.....	3	6,198.04	1,700.00	80.00	222.50	20.08	2,022.58	8,170.46	39
Rosedale.....	3	8,497.09	1,300.00	40.00	204.00	10.98	1,554.88	1,942.21	44
Sardis.....	3	2,491.72	1,000.00	200.00	90.75	6.20	1,295.95	1,195.77	52
Scranton.....	3	4,050.91	1,500.00	220.00	180.00	26.80	1,926.80	2,124.11	46
Senatobia.....	3	2,551.77	1,100.00	180.00	140.00	4.32	1,424.32	1,127.45	56
Starville.....	3	4,150.03	1,500.00	120.00	145.00	17.44	1,782.44	2,887.59	43
Summit.....	3	8,184.63	1,000.00	100.00	219.00	9.36	1,408.36	1,776.32	46
Tupelo.....	3	5,258.59	1,600.00	560.00	210.00	13.64	2,878.64	2,679.95	45
Vicksburg.....	2	40,045.76	2,900.00	6,005.24	.....	625.92	15,970.08	24,075.73	40
Wichita Valley.....	3	6,203.08	1,700.00	300.00	249.98	84.23	2,284.21	2,918.87	44
Wesson.....	3	8,288.33	1,400.00	200.00	285.00	10.80	1,895.80	1,897.53	58
West Point.....	3	9,835.13	1,900.00	600.00	240.00	44.64	2,684.64	7,150.49	27
Winona.....	3	5,241.18	1,700.00	300.00	280.00	19.44	2,249.44	2,991.74	43
Woodville.....	3	2,904.94	1,200.00	70.00	151.00	7.62	1,428.62	1,876.42	51
Yazoo City.....	2	11,546.44	2,100.00	1,900.00	729.29	48.80	4,778.09	6,768.35	41
Total.....	.....	434,809.87	94,750.00	48,304.46	13,409.66	3,494.91	179,762.44	255,047.23	41
MISSOURI.									
Adrian.....	3	2,455.82	1,000.00	150.00	150.00	2.16	1,802.16	1,183.66	52
Albany.....	3	4,454.37	1,600.00	300.00	262.25	8.48	2,170.73	2,263.64	49
Appleton City.....	3	3,556.34	1,400.00	94.97	210.85	6.59	1,712.38	1,843.96	43
Asht Grove.....	3	2,789.63	1,800.00	100.00	183.94	4.24	1,538.18	1,261.45	55
Aurora.....	3	5,998.02	1,700.00	400.00	55.00	18.64	2,173.64	3,824.38	36
Belton.....	3	2,665.21	1,100.00	.....	78.00	10.32	1,183.32	1,896.89	46
Bethany.....	3	5,044.18	1,700.00	270.00	252.00	6.56	2,228.56	2,815.62	44
Bloomfield.....	3	8,185.20	1,400.00	140.00	190.00	4.80	1,794.80	1,450.40	54
Bolivar.....	3	2,647.63	1,100.00	120.00	190.00	8.96	1,418.96	1,228.72	54
Boonville.....	3	4,238.30	1,500.00	400.00	202.00	8.90	2,110.90	2,187.40	49
Bowling Green.....	3	9,109.22	2,100.00	800.00	180.00	16.80	1,756.80	2,528.20	41
Brainerd.....	3	4,487.64	1,600.00	1,028.31	600.00	31.23	3,896.98	6,149.18	43
Breckinridge.....	3	2,555.10	1,200.00	450.00	299.21	10.72	1,512.91	2,127.61	53
Brunswick.....	3	8,945.60	2,100.00	80.00	229.55	3.36	1,229.61	1,092.19	59
Burlington Junction.....	2	8,690.60	1,100.00	.....	128.25	3.36	4,798.00	4,207.60	46
Butler.....	3	8,379.94	1,400.00	2,000.00	136.25	188.00	1,776.20	1,603.74	53
California.....	3	9,889.16	2,000.00	140.00	225.00	11.20	1,578.54	1,137.86	56
Cameron.....	2	7,986.64	1,500.00	280.00	875.00	24.24	4,199.24	6,789.92	42
Campbell.....	3	2,741.02	1,100.00	600.00	460.00	80.88	2,890.88	4,696.76	38
Canton.....	3	4,699.94	1,600.00	150.00	174.00	14.08	1,430.40	1,810.62	52
Cape Girardeau.....	3	13,097.18	2,100.00	210.00	543.75	49.20	1,998.08	2,701.86	43
Carrollton.....	2	9,708.62	2,300.00	1,300.00	648.75	14.08	3,982.95	9,074.23	31
Carrollville.....	2	8,253.25	1,400.00	2,600.00	580.66	140.94	6,581.02	3,127.50	68
Carthage.....	2	20,636.44	2,600.00	4,597.80	886.11	10.45	1,549.83	1,708.45	48
Caruthersville.....	2	6,390.65	1,600.00	270.00	270.00	28.08	12,386.47	8,289.97	60
Cassville.....	3	2,273.86	1,100.00	400.00	165.00	2.96	2,198.08	3,192.57	41
Centalla.....	3	4,643.91	1,500.00	388.24	247.00	12.24	1,668.96	2,501.43	73
Charleston.....	3	5,462.04	1,600.00	40.00	800.00	20.48	1,940.48	3,501.56	46

In Government building.

Do.

Presidential, Jan. 1, 1908.

Jefferson City	25,772.23	2,600.00	4,908.83	.....	182.19	4,900.78	12,686.26	18,185.96	49
Joplin	40,644.87	2,900.00	8,652.28	850.00	548.65	8,608.12	21,454.06	19,190.82	50
Kahoka	3,676.41	1,500.00	3,600.00	228.85	8.00	.....	1,841.85	1,841.06	51
Kansas City	1,101,887.91	6,000.00	168,560.92	5,968.68	9,829.92	182,866.12	317,824.09	784,013.42	52
Kennett	8,472.11	1,400.00	168,560.92	174.00	19.04	.....	1,729.07	1,729.07	53
Keosauqua	8,265.00	1,400.00	80.00	104.00	2.24	.....	1,691.04	1,678.96	54
King City	9,228.74	1,200.00	180.00	140.28	2.24	.....	1,492.62	1,481.22	55
Kirksville	15,478.56	2,400.00	2,962.19	700.00	176.96	8,713.71	9,972.86	6,506.99	56
Labadie	7,462.04	1,200.00	1,000.00	166.66	3.13	.....	1,458.78	1,288.26	57
Lagrange	7,529.07	1,200.00	.....	146.12	7.20	.....	1,853.82	1,869.75	58
Lamar	7,529.71	1,200.00	500.00	61.00	21.76	.....	2,882.76	5,146.95	59
Lancaster	2,835.91	1,000.00	70.00	138.00	7.55	.....	1,235.65	1,100.86	60
Laplata	3,275.00	1,300.00	89.88	139.08	6.92	.....	1,454.88	1,700.12	61
Lathrop	2,576.21	1,300.00	.....	146.00	5.36	.....	1,450.86	1,126.85	62
Lebanon	4,843.28	1,600.00	298.45	14.56	14.56	.....	2,248.01	2,966.27	63
Lee Summit	4,680.24	1,500.00	180.00	127.00	9.36	.....	1,766.36	2,913.88	64
Lexington	6,401.80	2,000.00	1,410.87	491.61	84.99	.....	8,967.47	4,414.33	65
Liberty	6,862.68	1,800.00	200.00	296.00	29.28	.....	2,825.28	4,587.40	66
Linneus	2,763.32	1,200.00	.....	276.25	4.40	.....	1,480.65	1,272.67	67
Louisiana	22,198.44	2,600.00	8,000.00	600.00	102.56	2,626.38	9,427.89	12,770.55	68
Macon	12,984.82	2,200.00	2,700.00	560.00	248.54	1,987.98	7,657.62	5,286.30	69
Malden	2,231.63	1,100.00	60.00	166.00	1.28	.....	1,827.28	1,567.96	70
Malden	3,601.68	1,500.00	300.00	228.00	10.72	.....	1,861.82	1,948.12	71
Marionville	8,810.44	1,500.00	100.00	268.00	8.32	.....	1,468.81	1,047.45	72
Marshall	2,580.79	1,100.00	800.00	78.75	4.56	.....	1,890.88	3,276.04	73
Marshall	11,765.62	2,800.00	8,500.00	.....	64.04	2,685.44	8,499.48	866.64	74
Mayfield	10,135.37	2,100.00	2,961.14	147.85	18.53	.....	8,217.56	1,917.61	75
Mayville	2,844.45	1,200.00	100.00	162.00	3.28	.....	1,466.28	1,879.17	76
Memphis	5,040.94	1,500.00	3,667.65	804.00	11.56	.....	2,250.77	2,891.78	77
Mexico	13,461.81	2,300.00	2,283.61	941.01	9.76	.....	11,436.69	3,824.21	78
Milan	4,381.10	1,500.00	3,891.68	900.00	25.76	.....	3,625.76	2,991.87	79
Monett	15,259.90	1,800.00	1,230.00	317.91	11.28	.....	2,149.19	2,709.00	80
Monroe City	4,868.19	1,600.00	240.00	218.00	9.62	.....	1,967.62	1,858.78	81
Monterey City	3,807.25	1,500.00	.....	76.85	1.86	.....	626.71	1,859.82	82
Morehouse	2,876.09	1,500.00	400.00	246.00	4.96	.....	2,132.96	1,745.05	83
Mountain Grove	3,064.49	1,400.00	883.14	255.45	6.16	.....	2,161.61	2,114.45	84
Mount Vernon	8,069.26	2,900.00	1,800.00	320.87	6.09	.....	1,967.22	1,097.27	85
Nevada	27,745.83	2,700.00	6,300.00	600.00	791.84	4,579.89	13,730.73	14,018.10	86
New Madrid	3,279.96	1,300.00	135.00	174.00	10.72	.....	1,619.72	1,660.28	87
Norborne	3,060.80	1,300.00	200.00	216.87	9.62	.....	1,721.67	1,388.48	88
Oregon	3,497.11	1,300.00	100.00	132.00	5.60	.....	1,566.10	2,694.18	89
Ossola	2,437.96	1,300.00	200.00	152.00	3.49	.....	1,537.60	1,699.61	90
Palmyra	5,083.56	1,500.00	1,000.00	254.00	16.96	.....	1,890.48	1,897.00	91
Paris	5,083.56	1,500.00	1,000.00	254.00	16.96	.....	2,872.95	2,572.42	92
Parkville	2,768.20	1,100.00	389.90	190.00	7.52	.....	1,945.13	1,637.27	93
Patonsburg	2,768.20	1,100.00	389.90	191.09	8.76	.....	1,634.35	1,981.49	94
Perryville	2,200.82	1,000.00	125.00	110.00	2.80	.....	1,297.50	908.02	95

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
<i>MISSOURI—continued.</i>											
Pierce City.....	3	\$4,587.06	\$1,000.00	\$190.00	\$56.00	\$11.52	.....	\$1,857.52	\$2,709.53	41	
Platte City.....	3	2,761.96	1,200.00	300.00	224.00	6.16	.....	1,730.16	1,031.80	63	
Plattsburg.....	3	3,792.27	1,000.00	140.00	244.00	18.53	.....	1,908.76	1,883.52	50	
Pleasant Hill.....	3	4,791.80	1,000.00	.....	244.00	19.52	.....	1,763.52	3,028.28	37	
Poplarbluff.....	2	10,701.59	2,000.00	2,000.00	460.00	79.63	.....	4,539.63	6,251.96	42	
Princeton.....	3	3,060.72	1,000.00	170.00	233.56	3.44	.....	1,706.99	1,353.73	56	
Richhill.....	3	7,599.93	1,700.00	120.00	886.80	26.85	.....	2,226.76	5,363.22	29	
Richmond.....	3	2,943.23	1,700.00	180.00	285.49	5.52	.....	2,140.95	8,802.86	26	
Rockport.....	3	3,677.83	1,600.00	200.00	277.00	14.98	.....	1,952.52	1,686.31	54	
Rolla.....	2	5,864.23	1,600.00	500.00	261.10	283.53	\$2,076.63	2,866.06	8,496.17	40	
St. Charles.....	2	10,065.90	2,700.00	3,694.24	490.00	5.04	.....	8,335.19	1,192.50	38	
St. Genevieve.....	3	1,980.64	1,750.00	.....	78.16	3.63	.....	1,204.28	1,106.34	42	Presidential, Oct. 1, 1902.
St. James.....	3	2,310.62	8,000.00	130.00	70.60	1,964.95	85,364.82	74,344.27	128,814.25	52	
St. Joseph.....	1	233,153.52	6,000.00	31,304.50	720.00	29,894.74	461,677.62	1,074,191.65	1,901,618.95	36	In Government building.
St. Louis.....	1	2,975,810.60	6,000.00	668,566.81	13,022.48	4.67	.....	1,661.67	1,332.85	55	Do.
Salem.....	3	2,994.52	1,200.00	300.00	157.00	13.28	.....	2,163.28	2,868.07	45	
Salisbury.....	3	4,471.85	1,800.00	350.00	184.00	2.72	.....	1,653.29	1,864.52	55	
Sarcoxie.....	3	3,017.81	1,800.00	166.57	184.00	13.65	.....	2,103.69	8,008.51	41	
Savannah.....	3	5,222.19	1,600.00	240.00	800.00	440.94	7,082.02	15,400.61	14,283.66	52	Do.
Scudell.....	2	29,684.19	2,700.00	5,228.25	78.66	3.12	.....	1,351.78	1,866.09	30	
Seneca.....	3	2,717.87	1,500.00	70.00	32.00	11.84	.....	1,913.84	2,225.14	45	
Shelbina.....	3	4,138.98	1,500.00	200.00	202.00	7.04	.....	1,627.04	2,117.09	42	
Slater.....	3	3,644.13	1,800.00	40.00	180.00	13.85	.....	1,773.85	2,845.93	38	
South St. Joseph.....	3	4,619.19	2,500.00	80.00	180.00	12.95	.....	7,062.55	13,832.13	34	
Springfield.....	2	20,964.68	3,000.00	2,000.00	122.95	182.15	13,927.15	27,421.31	38,646.97	42	Do.
Stanberry.....	1	5,148.13	3,000.00	9,813.05	265.00	10.00	.....	2,138.86	3,003.77	42	
Sweet Springs.....	3	2,963.24	1,800.00	162.86	196.00	6.24	.....	1,463.21	1,900.03	49	
Tarkio.....	3	5,631.78	1,700.00	400.00	400.00	5.84	.....	2,506.84	8,121.94	45	
Thayer.....	3	2,716.02	1,200.00	360.00	213.00	6.82	.....	1,768.92	1,947.10	50	
Tipton.....	2	3,061.54	2,300.00	80.00	141.00	11.44	.....	1,632.44	1,542.10	57	
Trenton.....	3	9,741.69	2,300.00	2,900.00	675.00	7.85	1,480.27	7,469.57	2,272.12	77	
Troy.....	3	3,192.66	1,200.00	240.00	244.00	8.24	.....	1,691.85	1,901.30	53	
Unionville.....	3	8,169.17	1,400.00	400.00	416.57	4.24	.....	2,724.31	5,444.86	33	
Vandalia.....	3	3,894.36	1,400.00	400.00	252.88	6.60	.....	2,031.52	1,867.74	51	
Versailles.....	3	3,985.07	1,500.00	250.00	252.50	79.69	.....	1,958.10	1,947.97	72	
Warrensburg.....	2	10,611.82	2,100.00	2,500.00	500.00	6.55	2,624.06	7,016.06	3,003.14	45	
Warrenton.....	3	2,757.42	1,000.00	20.00	183.00	1.82	.....	1,315.06	1,437.86	72	
Warshaw.....	3	1,901.95	1,000.00	200.00	163.00	11.94	.....	1,804.92	2,714.94	43	
Washington.....	3	4,738.78	1,600.00	200.00	212.00	131.30	2,625.21	2,028.64	1,048.19	89	
Webb City.....	2	5,297.84	2,100.00	2,931.74	466.00	.....	.....	8,264.15	.....	.....

Presidential, Oct. 1, 1902.
Presidential, Jan. 1, 1908.

In Government building.

Wellsville.....	2,670.99	1,200.00	50.00	180.00	5.44	.....	1,435.44	1,235.55	54
Wescon.....	2,447.71	1,200.00	10.00	200.00	6.56	.....	1,163.51	1,031.15	55
Winthrop.....	2,573.46	2,500.00	2,520.16	127.86	127.86	.....	5,138.11	3,950.45	56
Willow Springs.....	2,681.46	1,800.00	100.00	168.00	4.08	.....	1,032.13	1,056.49	57
Windsor.....	5,584.34	1,600.00	100.00	250.00	10.16	.....	1,960.16	5,574.13	58
Total	5,345,518.96	274,075.00	900,118.37	65,464.02	50,983.08	722,316.49	2,011,945.96	3,831,872.02	38
MONTANA.									
Anaconda.....	20,994.02	2,600.00	5,500.00	1,050.00	268.75	8,179.01	12,077.76	8,300.36	60
Bellevue.....	2,660.75	1,400.00	60.00	245.00	1.44	.....	1,794.44	1,806.29	61
Billings.....	5,172.47	1,400.00	200.00	171.00	3.12	.....	1,171.82	1,896.15	62
Boulder.....	14,417.19	2,400.00	3,498.59	720.00	96.86	1,671.69	6,517.04	6,134.13	63
Butte.....	12,769.46	1,300.00	80.00	108.00	4.00	.....	1,590.00	1,209.48	64
Butte.....	12,828.14	2,300.00	2,813.59	122.68	122.68	1,302.31	6,038.59	5,899.56	65
Butte.....	38,825.11	20,300.00	20,625.28	151.00	788.31	18,498.28	45,272.87	45,592.24	66
Choteau.....	2,984.99	1,300.00	60.00	109.00	0.74	.....	1,462.74	1,532.27	67
Choteau.....	1,653.72	1,000.00	100.00	144.00	1.44	.....	1,923.48	1,498.35	68
Deer Lodge.....	4,080.26	1,600.00	90.00	240.00	4.48	.....	2,446.68	2,127.90	69
Dillon.....	7,945.97	1,800.00	300.00	331.00	1.68	.....	2,446.68	5,619.54	70
East Helena.....	1,782.07	1,000.00	.....	180.55	1.68	.....	1,162.53	2,098.58	71
Fort Benton.....	1,493.07	1,500.00	120.00	260.00	3.44	.....	1,938.44	2,098.58	72
Glacier.....	1,307.17	500.00	.....	108.00	2.40	.....	653.40	551.05	73
Glendive.....	4,959.80	1,500.00	60.00	181.00	9.28	.....	1,750.28	754.77	74
Granite.....	2,108.02	1,000.00	.....	120.00	1.68	.....	1,121.68	3,209.02	75
Great Falls.....	30,454.46	2,700.00	6,022.25	902.00	497.73	4,666.51	14,774.82	15,677.64	76
Great Falls.....	4,275.82	1,600.00	100.00	200.00	2.56	.....	1,964.80	5,647.56	77
Harbo.....	5,554.82	1,600.00	100.00	196.00	10.80	.....	1,004.80	2,201.36	78
Helena.....	58,320.12	3,100.00	13,000.22	2,300.00	674.99	7,983.41	27,043.82	28,271.54	79
Helena.....	14,671.42	2,800.00	2,798.87	2,271.30	481.28	1,084.42	6,383.87	7,785.05	80
Kalispell.....	8,682.48	1,900.00	223.00	223.00	.....	.....	5,338.58	6,109.48	81
Lewistown.....	11,792.02	2,200.00	2,415.16	540.00	29.44	98.98	1,385.66	6,498.12	82
Lewistown.....	8,672.02	1,100.00	60.00	223.00	2.66	.....	1,600.92	4,671.76	83
Livingston.....	7,841.68	1,800.00	500.00	358.00	11.92	.....	2,308.51	11,392.40	84
Missoula.....	21,189.21	2,500.00	4,481.70	90.14	2,645.35	.....	1,944.54	2,634.04	85
Phillipsburg.....	6,615.55	1,600.00	50.00	304.00	2.82	.....	2,500.32	1,659.99	86
Red Lodge.....	5,134.36	1,600.00	600.00	300.00	.....	.....	1,187.70	2,886.32	87
Stevensville.....	2,094.02	1,000.00	250.00	164.00	1.56	.....	1,515.51	738.52	88
Stevensville.....	2,249.06	1,100.00	300.00	225.00	2.00	.....	1,298.00	1,895.32	89
Virginia City.....	3,213.81	1,800.00	.....	262.00	.....	.....	1,562.00	1,792.61	90
White Sulphur Springs.....	3,284.61	1,800.00	.....	262.00	.....	.....	1,562.00	1,792.61	91
Total	365,080.61	55,250.00	64,685.26	11,420.38	8,070.14	40,980.16	175,355.91	180,674.70	49
NEBRASKA.									
Albionworth.....	2,878.26	1,100.00	80.00	196.00	2.24	.....	1,878.24	1,000.02	92
Albion.....	6,005.64	1,700.00	150.00	350.00	6.16	.....	2,204.16	8,799.36	93
Alliance.....	7,564.96	1,900.00	140.00	298.88	19.92	.....	2,862.88	5,202.13	94
Alma.....	4,486.82	1,800.00	40.00	278.00	8.84	.....	1,618.84	2,868.46	95

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEBRASKA—continued.											
Amesbury	3	\$2,801.78	\$1,100.00	.....	\$174.00	\$1.60	.....	\$1,276.60	\$1,925.18	49	In Government building.
Ashtabula	3	4,106.44	1,500.00	.....	197.00	10.16	.....	1,774.16	2,332.28	43	Do.
Atkinson	3	2,741.72	1,200.00	170.00	166.99	2.94	.....	1,443.93	1,500.79	54	
Auburn	3	4,711.87	1,200.00	107.00	342.00	11.66	.....	2,151.66	2,560.21	44	
Aurora	3	6,371.84	1,800.00	40.00	384.00	11.82	.....	2,151.66	4,220.18	31	
Aurora	3	1,100.00	1,100.00	.....	184.00	18.72	\$5,512.33	1,222.92	6,785.25	68	
Beaumont	3	27,036.86	2,800.00	4,322.22	.....	187.84	.....	14,222.92	22,813.94	50	
Beaumont	3	2,000.00	2,000.00	40.00	144.00	1.16	.....	2,188.16	1,811.84	50	
Beaumont	3	8,242.12	1,800.00	420.00	146.00	2.98	.....	2,188.16	6,053.96	30	
Bellevue	3	3,662.82	1,400.00	200.00	136.80	6.80	.....	2,242.86	2,220.00	55	
Bloomington	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Bluehill	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Broken Bow	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Butte	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Cambridge	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Cedar Rapids	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Central City	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Chadron	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Chadron	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Clay Center	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Columbus	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Cosad	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Crawford	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Craigton	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Crescent	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Crescent	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Curtis	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
David City	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Edgar	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Elgin	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Emerson	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Exeter	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Fairbury	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Fairfield	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Farmington	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Fella City	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Franklin	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Frederick	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Friend	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Fullerton	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Geneva	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Genoa	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	
Gibbon	3	2,776.41	1,100.00	.....	142.00	6.80	.....	2,242.86	583.55	55	

Presidential, Apr. 1, 1903.
Presidential, Jan. 1, 1903.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Scrubner.....	3	\$2,533.99	\$1,100.00	\$120.00	\$175.48	\$8.04	\$1,398.52	\$1,135.47	56	In Government building. Presidential, Jan. 1, 1903.
Seward.....	3	6,025.22	1,700.00	110.00	270.00	12.72	.....	2,092.72	3,932.50	35
Sheldon.....	3	3,738.48	1,300.00	.....	164.00	3.04	.....	1,457.04	1,326.39	55
Sidney.....	3	3,117.53	1,400.00	150.00	174.00	5.44	.....	1,729.44	1,388.09	55
South Auburn.....	3	2,485.45	1,000.00	.....	164.00	.....	.....	1,164.00	1,321.45	47
South Omaha.....	3	78,260.15	8,200.00	10,362.21	355.98	651.02	\$12,922.35	27,491.56	50,768.59	35	
Stanton.....	3	2,268.35	1,400.00	50.00	268.87	8.50	.....	1,711.87	1,551.48	52
Stirling.....	3	1,150.96	550.00	.....	59.00	3.60	.....	1,759.26	2,409.01	58
Stromberg.....	3	4,168.27	1,500.00	36.70	220.00	2.56	.....	1,982.00	3,202.10	42
Superior.....	3	5,184.10	1,600.00	100.00	274.00	5.84	.....	1,701.28	1,828.59	48
Sutton.....	3	8,523.87	1,400.00	40.00	255.44	2.56	1,414.81	1,396.17	50	In Government building. Presidential, Jan. 1, 1903.
Syracuse.....	3	2,810.96	1,200.00	.....	211.88	2.00	.....	1,166.00	915.15	56
Tablerock.....	3	2,081.15	1,000.00	.....	164.00	.....	.....	2,102.72	3,822.24	35
Tecumseh.....	3	5,924.96	1,700.00	40.00	354.00	8.72	.....	1,955.76	2,677.35	42
Tekamah.....	3	4,263.11	1,600.00	.....	350.00	6.76	.....	1,121.60	1,172.19	49
Tilden.....	3	2,388.79	1,000.00	.....	120.00	1.60	.....	1,756.16	1,891.98	55
University Place.....	3	3,148.14	1,200.00	260.00	284.00	12.16	.....	1,886.64	1,592.99	54
Valentine.....	3	8,479.63	1,300.00	350.00	280.00	6.64	.....	2,824.85	3,175.30	42
Wahoo.....	3	6,500.15	1,700.00	300.00	304.00	20.85	.....	1,483.04	1,600.17	48
Wakfield.....	3	3,083.21	1,300.00	190.00	8.04	1,175.12	1,061.00	53	Presidential, Oct. 1, 1902.
Wausa.....	3	2,236.12	1,000.00	70.00	174.00	1.12	.....	2,201.20	3,653.98	38
Wayne.....	3	5,865.13	1,700.00	420.00	420.00	11.20	.....	1,624.00	1,785.86	48
Westing Water.....	3	3,409.86	1,400.00	.....	220.96	3.04	.....	2,012.00	2,826.81	46
Westpoint.....	3	4,338.31	1,600.00	100.00	304.00	8.00	.....	1,720.00	1,289.22	57
Wilber.....	3	3,029.22	1,400.00	.....	316.00	4.00	.....	1,458.00	1,428.55	51
Winer.....	3	2,891.55	1,300.00	.....	156.00	2.00	.....	1,054.56	1,449.64	42
Wood River.....	3	2,504.20	900.00	30.00	123.60	.96	.....	1,949.84	2,980.62	40
Wymore.....	3	4,879.96	1,600.00	50.00	272.00	27.54	.....	8,069.68	4,919.26	62
York.....	2	13,008.89	2,300.00	8,165.20	900.00	127.20	1,597.23	554,852.46	796,088.42	41	
Total.....	1,852,890.88	191,150.00	159,408.47	88,198.76	9,042.08	162,063.16	
NEVADA.											
Austin.....	3	2,346.36	1,200.00	250.00	120.00	1.12	1,571.12	777.24	67	Presidential, Jan. 1, 1903. In Government building.
Butler.....	3	4,282.56	800.00	.....	165.50	9.04	.....	2,625.28	5,711.26	81
Carson City.....	3	8,336.54	1,900.00	700.00	.....	26.28	.....	1,345.48	4,483.99	76
Delamar.....	3	1,799.47	1,100.00	20.00	223.00	2.48	.....	1,994.00	2,884.41	46
Elko.....	3	4,378.41	1,300.00	800.00	194.00	.....	.....	1,922.08	683.02	69
Eureka.....	3	2,776.10	1,800.00	500.00	120.00	2.08	.....	1,392.24	1,251.52	52
Lovelocks.....	3	2,633.76	1,200.00	40.00	138.00	4.24	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEW HAMPSHIRE—CON.											
Suncook.....	3	\$2,879.78	\$1,300.00	\$100.00	\$260.55	\$13.52	\$1,674.07	\$1,205.71	58	Presidential, Apr. 1, 1903.
Tilton.....	2	8,805.76	2,000.00	1,500.00	268.00	96.97	.....	3,794.97	5,010.79	43
Troy.....	2	1,947.09	1,000.00	.....	137.80	4.90	.....	1,142.70	804.39	59
Walpole.....	3	2,444.09	1,100.00	.....	100.00	11.84	.....	1,211.84	1,232.25	50
Warner.....	3	461.56	250.00	.....	37.50	1.36	.....	286.86	192.70	60
West Derry.....	3	5,880.07	1,600.00	140.00	210.00	33.44	.....	1,983.44	3,896.63	34
West Lebanon.....	3	4,124.52	1,600.00	.....	226.00	6.72	.....	1,831.72	2,392.80	44
Whitfield.....	3	3,842.74	1,600.00	.....	300.00	14.24	.....	1,914.24	1,928.50	50
Wilson.....	3	3,684.68	1,500.00	60.00	300.00	12.16	.....	1,772.16	1,912.52	48
Winchester.....	3	3,083.63	1,300.00	.....	225.00	8.88	.....	1,583.88	1,499.75	51
Wolfboro.....	3	3,184.07	1,400.00	200.00	221.00	16.00	.....	1,837.00	1,347.07	58
Woodsville.....	3	5,604.51	1,600.00	75.00	243.00	20.64	.....	1,943.64	3,660.87	35
Total.....		519,861.24	92,250.00	88,782.93	18,372.75	5,818.12	\$87,286.85	287,410.65	232,450.59	55	
NEW JERSEY.											
Alpha.....	3	584.49	300.00	3,325.00	600.00	356.76	4,005.29	300.00	284.49	51	Presidential, Apr. 1, 1903.
Arlington.....	2	30,672.69	2,800.00	7,749.98	1,350.00	869.98	8,904.86	11,087.05	19,565.64	36	
Asbury Park.....	2	43,295.36	2,900.00	20,918.88	3,750.00	4,505.50	24,724.31	21,774.82	21,520.54	50	
Atlantic City.....	1	114,703.92	3,300.00	130.00	384.00	60.96	.....	57,198.19	57,505.73	43
Atlantic Highlands.....	2	6,259.93	1,700.00	4,532.88	750.00	494.42	12,719.27	21,136.57	3,014.97	48	
Bayonne.....	2	40,002.35	2,700.00	1,680.00	460.00	98.88	.....	3,393.88	18,865.78	34
Belmar.....	3	9,955.88	1,900.00	80.00	254.00	21.92	.....	1,955.92	2,148.19	46
Belvidere.....	3	4,104.11	1,600.00	.....	260.00	32.32	.....	1,556.40	2,256.05	41
Bernardsville.....	3	8,812.45	1,400.00	.....	124.08	34.56	.....	1,834.56	2,348.08	44
Beverly.....	2	4,182.64	2,500.00	2,744.14	625.00	201.31	5,205.70	11,276.15	10,893.44	51	
Bloomfield.....	2	22,159.59	2,000.00	1,406.45	350.63	66.84	.....	3,822.92	5,365.23	42
Boonton.....	2	9,188.15	2,000.00	.....	350.95	78.00	.....	2,728.95	4,328.80	39
Bordentown.....	3	7,057.75	1,900.00	400.00	310.00	52.72	.....	2,502.72	6,201.91	29
Boundbrook.....	3	8,704.63	1,900.00	240.00	810.00	68.00	.....	2,602.72	4,266.66	64
Bridgeport.....	2	22,814.01	2,600.00	3,765.22	850.00	199.77	7,142.36	14,557.35	8,256.66	64	
Burlington.....	2	14,651.69	2,400.00	2,400.00	750.00	141.88	3,272.68	8,984.56	5,687.13	61	
Caldwell.....	3	3,666.82	1,400.00	.....	128.00	26.40	.....	1,554.40	2,111.92	42
Camden.....	1	102,978.73	3,300.00	19,852.90	400.00	1,457.63	42,982.83	67,522.86	85,452.87	66	In Government building.
Cape May.....	2	10,925.56	2,100.00	2,106.55	136.00	176.84	494.52	6,276.91	5,549.65	49	
Careret.....	3	2,316.91	1,000.00	.....	186.00	10.88	.....	1,146.88	1,649.65	50
Chatham.....	3	2,965.12	1,800.00	.....	169.87	25.04	.....	1,494.91	1,689.08	49
Chatham.....	3	2,475.28	1,100.00	.....	122.69	.....	.....	1,234.69	1,470.21	50
Clinton.....	3	3,001.12	1,300.00	.....	165.00	8.40	.....	1,377.72	1,740.59	50
Collingswood.....	2	11,040.24	2,000.00	1,900.00	396.00	26.69	.....	3,722.69	7,317.55	34

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Ocean City	2	\$11,876.61	\$2,200.00	\$1,787.78	\$880.98	\$202.99	\$2,276.99	\$7,348.69	\$4,027.92	65	
Ocean Grove	2	12,367.18	2,400.00	2,400.88	700.00	215.39	2,349.87	8,065.99	4,301.59	65	
Orange	2	53,697.13	3,100.00	8,298.64	2,270.15	990.88	17,776.75	32,406.42	21,291.71	60	
Palmyra	3	6,698.78	1,800.00	1,800.00	282.00	24.88	.....	2,056.88	4,631.85	31	
Partridge	3	2,454.55	1,000.00	9,865.22	80.31	9.92	.....	1,090.23	1,868.32	44	
Passaic	2	49,047.01	2,900.00	21,920.29	2,100.00	616.81	16,602.28	32,094.81	16,962.70	65	
Patterson	1	108,839.98	8,300.00	.....	.....	1,168.32	45,553.87	71,942.48	36,897.50	66	In Government building.
Penn Grove	3	2,563.94	1,200.00	2,300.00	100.00	13.60	.....	1,313.60	1,250.34	51	
Perth Amboy	2	25,481.68	2,600.00	1,748.48	840.00	198.84	6,124.48	12,068.27	13,873.41	47	
Phillipsburg	2	11,083.78	2,100.00	2,400.00	500.00	113.57	4,158.48	8,620.48	2,443.25	78	
Pinefield	1	45,220.06	8,000.00	6,008.15	1,500.00	1,065.17	12,886.52	24,479.84	20,740.22	54	
Pleasantville	3	1,774.51	750.00	.....	108.00	14.00	.....	872.00	902.51	49	Presidential, Oct. 1, 1902.
Point Pleasant	3	8,983.53	1,400.00	400.00	166.80	52.48	.....	2,019.28	1,914.25	51	
Princeton	2	22,079.75	2,500.00	2,700.00	1,200.00	309.62	5,017.10	11,726.72	10,383.08	53	
Rahway	2	19,784.19	2,600.00	3,162.60	700.00	528.01	4,080.87	11,070.98	8,713.21	56	
Raritan	2	3,499.54	1,100.00	200.00	196.00	15.60	.....	1,511.60	1,977.94	48	
Red Bank	2	14,850.51	2,400.00	2,661.14	700.00	142.18	3,801.51	9,204.88	5,645.68	62	
Ridgewood	2	13,912.99	2,100.00	2,118.58	600.00	85.28	149.48	5,062.22	8,860.77	36	
Riverside	2	6,205.85	1,600.00	.....	188.00	21.76	.....	1,754.76	8,451.09	34	
Riverton	2	9,545.00	2,000.00	1,500.00	190.13	70.33	.....	3,760.46	5,784.54	39	
Rockaway	2	3,294.65	1,300.00	1,150.00	214.00	18.80	.....	1,682.80	1,611.85	51	
Rutherford	2	46,026.34	2,900.00	5,315.21	787.50	313.57	9,128.24	18,444.52	27,581.82	51	
Salem	2	10,509.83	2,100.00	2,800.00	650.00	57.68	.....	6,407.68	3,102.05	42	
Seabright	2	6,885.69	1,700.00	.....	145.00	88.64	.....	2,283.64	2,151.45	46	
Shorthills	3	5,978.33	1,500.00	.....	300.00	26.88	.....	1,826.88	3,869.66	34	
Smithville	3	8,105.66	1,600.00	3,350.00	146.00	.....	2,628.89	7,741.57	9,289.55	51	
Somerville	2	18,981.12	2,500.00	88.56	46.28	24.68	.....	2,085.84	3,196.37	39	
South Amboy	2	5,282.21	1,600.00	2,500.00	354.00	46.28	4,180.82	10,164.60	6,108.70	66	
South Orange	2	15,268.80	2,400.00	.....	712.10	382.18	.....	1,388.92	1,897.52	48	
South River	3	8,221.44	1,200.00	.....	170.00	13.92	.....	1,259.09	1,551.09	45	
Springfield	3	2,810.18	1,100.00	200.00	147.09	12.00	.....	2,094.16	1,680.59	56	
Springlake Beach	3	8,744.75	1,500.00	.....	314.00	70.15	4,583.76	11,261.23	8,666.52	57	
Summit	2	19,927.86	2,500.00	3,400.00	600.00	11.78	.....	2,815.76	2,112.10	52	
Sussex	3	4,427.85	1,600.00	.....	304.00	12.56	.....	1,962.56	4,073.96	32	
Tenafly	2	6,041.52	1,700.00	.....	250.00	41.04	.....	1,921.04	4,284.88	31	
Tredahboro	3	6,206.92	1,700.00	.....	180.00	.....	.....	1,546.00	2,254.29	41	
Trenton	3	8,800.29	1,400.00	20,844.84	122.00	34.00	82,598.90	1,291.04	88,099.27	40	In Government building.
Toms River	3	146,591.60	8,400.00	80.00	2.00	12.64	.....	1,289.64	1,218.88	51	
Tuckerton	2	2,508.47	1,100.00	2,848.90	97.00	12.64	4,678.84	10,568.62	2,544.26	31	
Vineland	2	13,112.87	2,300.00	.....	600.00	.....	.....	1,760.95	11,167.81	44	
Washington	2	19,984.47	2,700.00	8,888.98	700.00	266.86	1,700.92	8,765.65	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Babylon.....	2	\$9,876.13	\$2,100.00	\$1,500.00	\$500.00	\$238.92	.....	\$4,238.92	\$5,537.21	44	
Bainbridge.....	3	9,538.33	1,600.00	400.00	439.21	8.96	.....	2,448.17	2,190.16	53	
Baldwinsville.....	3	9,538.33	2,000.00	1,532.61	468.58	164.55	.....	4,763.74	5,416.62	43	
Baldwin Spa.....	2	10,655.33	2,000.00	1,900.00	500.00	159.66	.....	4,659.66	5,995.67	44	
Batavia.....	2	21,633.90	2,600.00	3,908.15	1,400.00	289.80	\$5,478.48	13,676.43	10,977.56	55	
Bath.....	2	14,526.40	2,000.00	4,081.52	1,081.52	241.53	8,148.77	10,479.82	4,070.08	72	
Bay Shore.....	2	9,971.41	2,000.00	1,322.03	342.55	222.49	.....	3,887.09	5,574.29	41	
Belfast.....	3	2,032.70	1,000.00	.....	144.83	3.92	.....	1,148.85	5,484.85	56	
Belmont.....	3	3,743.58	1,500.00	70.00	348.00	8.08	.....	1,936.08	1,817.50	51	
Binghamton.....	3	183,313.14	3,400.00	20,666.57	.....	1,555.58	24,298.81	49,930.95	88,392.19	36	In Government building.
Black River.....	3	3,506.21	1,100.00	.....	123.00	3.28	.....	1,226.28	1,279.93	49	
Bolton.....	3	3,192.51	1,300.00	130.00	240.95	4.64	.....	1,626.59	1,486.92	53	
Bonerville.....	3	6,007.82	1,700.00	250.00	231.00	14.64	.....	2,195.64	3,812.18	52	
Brewster.....	3	4,776.26	1,400.00	300.00	360.00	20.32	.....	2,480.32	2,295.96	37	
Brighton.....	3	6,878.82	1,700.00	.....	215.00	8.72	.....	1,923.72	4,955.10	28	
Brockport.....	2	23,293.20	2,600.00	3,230.47	600.00	49.96	2,572.19	9,052.62	11,176.58	39	
Bronx.....	2	2,837.04	1,300.00	.....	204.00	8.55	.....	1,512.56	1,324.48	53	
Brownville.....	3	2,823.07	1,200.00	.....	150.00	37.60	.....	1,387.60	1,435.47	49	
Buffalo.....	3	1,886,692.75	6,000.00	387,878.57	31,628.52	29,053.22	722,720.94	1,177,281.25	712,381.50	62	Do.
Buffalo.....	1	1,118,321.08	6,000.00	190,438.46	5,070.00	12,032.19	244,410.99	457,961.64	660,369.44	41	Do.
Caladwell.....	3	5,144.57	1,500.00	400.00	245.00	14.08	.....	2,159.08	1,988.80	52	
Calcutta.....	2	10,073.88	2,000.00	60.00	260.00	4.32	.....	1,724.32	3,720.25	32	
Camden.....	2	6,556.43	2,000.00	1,500.00	262.23	122.16	.....	3,864.39	6,189.49	39	
Camdenville.....	3	10,284.25	2,000.00	260.00	333.00	19.44	.....	2,412.44	4,143.99	37	
Canajoharie.....	2	18,755.92	2,000.00	1,840.76	600.00	157.20	.....	4,697.96	5,586.29	46	
Canadagua.....	2	18,755.92	2,500.00	3,300.00	.....	119.40	4,380.04	10,309.44	8,446.48	55	Do.
Canastota.....	2	1,575.81	825.00	300.00	99.25	2.16	.....	926.41	619.40	59	Presidential, Oct. 1, 1902.
Canastota.....	3	8,980.52	2,000.00	1,800.00	377.08	154.55	.....	4,331.43	4,658.09	48	
Candor.....	3	2,481.57	1,100.00	.....	142.00	5.44	.....	1,247.44	1,187.13	51	
Canisteo.....	3	4,219.80	1,500.00	300.00	277.00	20.69	.....	2,097.69	2,121.91	50	
Canton.....	2	9,554.80	2,100.00	1,800.00	537.05	126.74	.....	4,563.79	4,991.01	48	
Cape Vincent.....	3	3,853.37	1,500.00	100.00	298.34	8.56	.....	1,847.30	2,006.07	48	
Carol.....	3	2,296.04	1,000.00	.....	103.00	12.04	.....	1,115.04	1,180.00	49	
Carthage.....	2	10,144.14	2,000.00	1,900.00	566.36	131.92	.....	4,588.18	5,545.96	45	
Cartersville.....	3	3,496.45	1,500.00	.....	389.25	10.72	.....	1,879.97	1,608.48	54	
Cattletown.....	3	2,523.38	1,100.00	.....	169.41	11.04	8,502.99	1,280.45	1,242.93	51	
Cattaraugus.....	3	14,267.85	2,400.00	3,600.00	676.45	154.66	.....	10,234.12	4,033.23	72	
Cazenovia.....	3	4,158.78	1,800.00	300.00	192.00	12.06	.....	2,222.06	2,054.70	51	
Cedarburg.....	3	6,627.99	1,800.00	30.00	300.00	32.09	.....	2,222.06	4,405.91	34	
Cedarhurst.....	3	2,396.83	1,000.00	.....	90.00	38.72	.....	1,128.72	1,268.11	47	
Champlain.....	3	2,292.82	1,100.00	.....	60.00	6.00	.....	1,166.00	1,126.82	51	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Fishkill on the Hudson	3	\$9,324.52	\$1,900.00	\$425.00	\$360.00	\$58.64	.....	\$2,743.64	\$6,780.88	29	
Floral Park	2	30,663.67	2,800.00	6,200.00	550.00	20.14	.....	8,570.14	22,093.53	28	
Flushing	2	20,576.16	2,600.00	8,936.69	726.54	863.80	\$8,280.64	15,857.17	4,717.96	77	
Fonda	3	10,335.46	1,600.00	700.00	219.00	16.61	.....	2,535.64	7,799.82	25	
Forestville	3	2,462.19	1,100.00	740.00	142.00	3.41	.....	1,245.44	1,296.75	50	
Fort Edward	3	5,956.42	1,700.00	700.00	256.00	32.32	.....	2,728.32	3,227.10	46	
Fort Plain	2	9,662.53	2,200.00	2,361.20	580.44	398.08	.....	8,164.64	1,497.89	84	
Frankfort	3	7,070.72	1,900.00	100.00	360.00	20.56	.....	2,290.56	4,780.16	32	
Franklin	3	2,424.55	1,100.00	90.00	200.00	2.80	.....	1,392.80	1,031.75	67	
Franklinville	3	5,360.17	1,700.00	.....	173.44	9.04	.....	1,882.48	3,477.69	35	
Fredonia	3	15,216.74	2,500.00	6,600.00	900.00	407.94	3,839.87	13,117.81	2,068.93	96	
Freeport	2	11,037.80	2,100.00	1,534.81	330.66	166.83	.....	4,151.80	6,886.00	88	
Friendship	3	6,032.61	1,700.00	490.00	300.00	14.56	.....	2,494.56	2,538.05	50	
Fulton	2	15,178.56	2,400.00	8,563.87	693.47	178.41	4,397.10	11,142.85	4,035.71	73	
Fultonville	3	3,568.70	1,400.00	60.00	208.00	8.72	.....	1,676.72	1,891.94	47	
Garden City	3	3,960.14	1,500.00	.....	211.00	58.90	.....	1,769.80	2,190.34	45	
Garrison	3	2,459.08	1,100.00	.....	75.25	11.36	.....	1,186.61	1,272.47	48	
Geneva	2	8,105.37	2,000.00	5,600.00	650.00	125.10	6,109.89	4,175.10	3,930.27	52	
Glencove	3	36,164.07	2,800.00	5,600.00	1,001.25	427.97	.....	16,839.11	20,324.96	22	
Glens Falls	3	9,413.64	1,800.00	4,255.38	1,400.00	68.80	.....	2,106.80	7,306.84	22	
Gloversville	2	29,378.77	2,700.00	832.60	1,400.00	262.49	6,857.96	14,466.43	14,912.34	49	
Goshen	2	33,019.95	2,800.00	6,300.00	1,400.00	894.36	8,358.83	18,075.81	14,944.14	55	
Gouverneur	2	13,735.32	2,300.00	3,300.00	600.00	76.08	.....	6,176.08	7,559.24	45	
Gowanda	2	11,390.02	2,200.00	2,063.05	349.00	31.28	.....	5,831.28	6,558.74	51	
Granville	2	9,319.05	2,100.00	2,200.00	398.69	125.49	.....	4,637.54	4,681.51	50	
Greatneck	3	6,043.22	1,700.00	200.00	388.69	18.08	.....	2,306.77	3,736.45	89	
Greene	3	8,116.15	1,400.00	870.00	184.00	27.76	.....	1,591.76	1,624.39	51	
Greenport	3	6,314.71	1,700.00	300.00	331.00	11.20	.....	2,412.20	2,902.51	45	
Greenwich	3	8,742.62	1,900.00	150.00	389.36	39.86	.....	2,489.36	6,253.26	28	
Groton	3	5,893.11	1,700.00	240.00	260.00	82.86	.....	2,232.36	3,660.75	82	
Hamburg	3	6,849.31	1,600.00	120.00	247.42	10.16	.....	1,857.58	3,991.73	89	
Hamilton	3	4,198.41	1,500.00	.....	184.20	15.12	.....	1,819.32	2,379.09	43	
Hammondsport	3	7,327.82	1,900.00	337.48	22.66	22.66	.....	2,260.04	5,067.78	31	
Hancock	3	4,998.42	1,600.00	249.91	9.92	9.92	.....	2,071.33	2,927.09	42	
Harrison	3	7,559.69	1,700.00	250.00	150.00	12.48	.....	2,112.48	5,447.21	28	
Hastings upon Hudson	3	8,729.98	1,900.00	.....	186.00	24.80	.....	1,430.13	2,519.18	85	
Haverstraw	3	4,185.86	1,800.00	102.05	102.05	28.08	.....	1,219.64	2,966.22	82	
Hempstead	3	6,600.20	2,700.00	15.00	354.00	66.64	.....	2,129.64	4,470.56	59	
Herkimer	2	12,169.96	2,800.00	1,975.00	650.27	201.05	2,064.30	7,190.62	4,960.34	67	
Hicksville	2	13,436.82	2,400.00	2,861.14	700.00	275.72	8,802.35	9,089.21	4,347.61	63	
Hicksville	3	2,221.42	1,000.00	50.00	120.00	14.16	.....	1,184.16	1,037.26	53	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Medina.....	2	\$16,901.83	\$2,500.00	\$2,713.58	\$600.00	\$113.84	\$8,299.97	\$9,227.39	\$7,674.44	55	
Mexico.....	2	3,697.75	1,500.00	200.00	362.00	18.42		2,174.42	1,683.31	54	
Middleburg.....	3	2,827.41	1,500.00	400.00	240.00	6.12		1,068.40	1,968.01	57	
Middletown.....	2	30,789.37	2,800.00	5,315.51	3,493.50	402.35	6,280.39	16,793.53	14,095.83	54	
Millbrook.....	3	2,798.18	1,400.00	83.15	122.00	12.43		1,622.53	2,175.65	43	
Millerton.....	3	2,941.18	1,600.00	250.00	226.00	12.48		2,098.48	2,842.70	42	
Mohawk.....	3	3,557.53	1,500.00	96.64	300.00	18.08		1,913.56	1,643.97	53	
Monroe.....	3	3,181.95	1,500.00	200.00	160.00	14.00		1,833.96	1,347.99	52	
Montgomery.....	3	3,402.86	1,500.00	200.00	157.24	12.96		1,870.20	1,532.66	54	
Monticello.....	3	3,079.10	1,700.00	570.92	339.99	10.96		4,693.11	1,386.99	77	
Montour Falls.....	3	8,373.24	1,600.00	200.00	194.00	8.96		1,504.04	2,744.45	45	
Moravia.....	3	4,753.41	1,600.00	200.00	200.00	31.06		2,098.98	2,744.45	45	
Morrisville.....	2	8,999.98	1,400.00	1,900.00	300.00	8.96		4,631.06	4,368.92	51	
Morrisville.....	2	2,098.49	1,100.00	168.00	168.00	5.52		1,291.52	806.97	62	
Mount Erie.....	3	5,748.31	1,700.00	263.31	168.00	47.60		1,905.91	3,842.40	63	
Mount Morris.....	3	5,677.18	1,600.00	500.00	400.00	18.80		2,618.80	3,058.38	46	
Mumfordsburg.....	3	50,564.99	3,100.00	6,305.17	1,200.00	767.43	12,475.20	28,837.86	26,727.13	47	Presidential, Apr. 1, 1903.
Mumfordsburg.....	3	4,473.61	350.00	27.56	27.56	5.76		378.30	95.31	90	
Naples.....	3	4,496.83	1,500.00	343.15	262.00	1.26		2,090.91	2,405.92	42	
Naperville.....	3	8,493.89	1,400.00			1.26		1,401.28	4,097.99	174	
Nevada Park.....	2	35,506.96	2,700.00	3,261.15	560.00	49.46	2,853.14	9,413.75	26,093.21	27	
Newark Valley.....	2	2,891.84	1,200.00	40.00	223.00	4.20		1,674.24	1,217.60	53	
New Berlin.....	3	3,638.49	1,500.00	80.00	350.00	5.12		1,935.12	1,703.37	53	
New Brighton.....	2	31,853.13	2,800.00	4,157.04	850.00	428.85	5,734.81	13,982.70	17,870.43	45	
Newburgh.....	2	66,781.33	3,100.00	10,993.27	903.81	903.81	13,165.81	28,162.39	38,618.94	42	In Government building.
New Dorp.....	2	10,074.48	2,100.00	1,024.46	275.15	126.74		3,526.35	6,548.13	35	
New Hartford.....	3	8,844.41	1,500.00	75.00	150.00			1,725.00	2,119.41	45	
New Lebanon.....	3	8,149.70	1,500.00	100.00	110.00	2.56		2,012.56	4,137.14	33	
New Paltz.....	3	4,223.50	1,500.00	160.00	227.00	20.56		1,907.56	2,315.94	45	
New Rochelle.....	3	4,215.29	2,700.00	180.00	227.00	20.56		1,907.56	2,315.94	45	
New York.....	13	13,012,777.01	8,000.00	2,492,592.10	319,601.03	143,098.57	7,577.04	13,659.62	28,475.67	32	Do.
New York.....	13	8,825.19	1,400.00		150.00	10.56	1,715,515.94	4,688,807.64	8,845,970.27	36	
Niagara Falls.....	1	60,146.58	3,100.00	11,946.50	1,193.24	686.98	12,067.46	26,394.18	31,752.40	47	
North Cohocton.....	3	4,134.13	1,600.00	40.00	150.00	1.20		1,791.20	2,342.93	47	
Northport.....	2	18,354.81	2,400.00	2,225.00	295.75	75.97		4,771.32	13,582.69	26	
North Tarrytown.....	3	4,197.11	1,600.00	200.00	860.00	39.82		2,223.92	1,973.19	53	
North Tonawanda.....	2	15,888.04	1,800.00	1,900.00	800.00	78.87	4,187.18	9,365.55	6,023.59	61	
Northville.....	3	2,849.49	1,800.00	200.00	166.00	11.86		1,677.86	1,172.13	59	
Norwich.....	2	19,123.77	2,400.00	4,200.00	689.43	77.64	4,397.64	12,014.61	7,109.16	63	
Norwich.....	3	8,313.39	1,400.00	200.00	155.75	7.04		2,062.79	1,250.60	62	
Nunda.....	3	3,209.46	1,400.00	200.00	202.00	6.48		1,808.48	1,400.98	56	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Rochester.....	1	\$319,755.95	\$5,000.00	\$83,592.35	\$800.00	\$5,093.30	\$105,328.51	\$199,734.16	\$420,061.79	32	In Government building.
Rockville Center.....	2	10,192.44	2,700.00	1,500.00	340.00	45.96	.....	4,065.96	6,876.48	37	
Roseton.....	2	31,862.15	2,000.00	5,098.10	1,325.00	199.80	7,960.05	17,102.96	14,700.20	54	
Rosbank.....	2	13,073.53	2,400.00	2,400.00	500.00	220.65	3,048.93	6,569.58	4,508.95	66	
Roslyn.....	3	3,967.85	1,500.00	.....	260.00	41.52	.....	1,801.52	2,060.33	47	
Rosne Point.....	3	3,157.98	1,400.00	.....	175.00	10.72	.....	2,085.72	1,101.70	65	
Rye.....	3	2,797.86	1,900.00	30.00	400.00	61.04	.....	2,411.04	5,346.94	31	
Sacket Harbor.....	3	3,207.89	1,300.00	40.00	195.00	8.96	.....	1,543.96	1,663.43	48	
Sag Harbor.....	2	7,527.37	2,000.00	1,300.00	475.00	145.52	.....	3,920.52	3,607.05	52	
St. Johnsville.....	2	8,947.66	2,000.00	1,000.00	189.90	138.27	.....	3,328.17	5,619.49	37	
Salamanca.....	2	10,286.14	2,000.00	2,000.00	600.00	158.45	.....	5,138.45	5,077.69	50	
Salem.....	3	4,055.51	1,500.00	2,000.00	198.00	10.24	2,174.96	1,908.24	2,147.27	47	
Sandy Hill.....	2	10,377.76	2,100.00	2,127.88	800.00	159.68	.....	7,362.70	3,015.06	71	
Saratoga Lake.....	2	14,176.04	2,300.00	3,274.09	420.00	128.12	.....	6,122.21	8,053.83	43	
Saugerties.....	1	49,772.14	3,100.00	7,467.76	1,750.00	1,616.43	9,211.52	23,145.71	26,625.43	47	
Saugerties.....	2	11,302.12	2,300.00	1,860.00	517.94	54.56	148.60	1,927.10	6,331.07	44	
Saville.....	3	5,293.12	1,600.00	.....	292.00	35.04	.....	1,935.92	3,365.08	36	
Schaghticoke.....	3	2,798.90	1,100.00	.....	139.20	6.72	.....	1,885.92	1,462.88	48	
Schenectady.....	3	124,976.98	3,300.00	14,486.74	2,772.54	1,191.66	16,317.63	38,018.77	96,968.21	30	
Schenectady.....	1	2,869.87	1,100.00	150.00	222.98	3.36	.....	1,876.84	993.53	57	
Schoharie.....	3	3,147.70	1,400.00	175.00	122.50	10.00	.....	1,807.50	1,340.20	58	
Schoharieville.....	3	3,994.77	1,500.00	80.00	249.50	14.00	.....	1,843.50	2,151.27	46	
Sea Cliff.....	3	5,805.83	1,700.00	50.00	254.00	46.56	.....	2,080.56	3,755.27	35	
Sherburne.....	2	17,401.11	2,500.00	3,050.00	700.00	100.55	4,321.20	10,671.75	6,729.86	61	
Sherburne.....	3	4,144.79	1,500.00	1,000.00	245.00	6.88	.....	1,851.88	2,292.91	45	
Sherman.....	3	3,831.30	1,500.00	400.00	205.00	4.00	.....	2,104.40	1,721.90	45	
Shortsville.....	3	3,185.02	1,300.00	.....	196.71	8.00	.....	1,504.71	1,680.31	47	
Silver Creek.....	3	6,654.06	1,800.00	400.00	375.00	21.60	.....	2,596.60	4,067.46	39	
Silver Creek.....	2	8,257.36	2,000.00	1,682.60	390.00	297.92	.....	4,290.52	3,966.84	52	
Skaneateles.....	3	6,312.55	1,900.00	200.00	254.00	19.36	.....	2,873.36	3,989.20	38	
Sodus.....	3	3,458.55	1,400.00	.....	285.00	8.24	.....	1,673.24	1,785.31	48	
Southampton.....	2	9,228.45	2,100.00	1,787.49	520.00	186.48	.....	4,593.97	4,634.48	50	
Southold.....	3	2,802.74	1,200.00	.....	175.00	18.16	.....	1,393.16	1,408.58	50	
Spencer.....	3	2,852.84	1,200.00	.....	70.00	4.88	.....	1,165.18	1,857.46	48	
Spencerport.....	3	2,852.84	1,200.00	.....	159.50	5.68	.....	1,274.88	1,857.46	48	
Spring Valley.....	3	4,312.41	1,500.00	190.00	223.00	26.80	.....	1,929.60	2,382.61	45	
Springville.....	3	5,916.58	1,700.00	40.00	229.25	15.12	.....	1,984.87	3,932.21	84	
Stamford.....	3	5,067.89	1,600.00	150.00	279.00	28.82	.....	2,057.82	3,025.56	40	
Stamilton.....	3	8,002.98	3,000.00	4,760.05	649.45	638.05	4,880.06	13,827.61	94,379.48	26	
Suffern.....	1	52,207.09	1,500.00	.....	232.50	26.56	.....	1,764.06	3,363.75	34	
Syracuse.....	3	339,875.37	3,700.00	56,504.52	2,000.00	4,343.85	83,497.31	150,045.68	189,829.69	44	Do.
Tarrytown.....	2	24,906.33	2,600.00	3,863.52	2,700.00	3,897.14	4,046.67	11,727.37	13,176.96	47	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
NORTH CAROLINA.											
Albermarle.....	3	\$1,081.67	\$350.00	\$135.00	\$57.02	\$2.88	.....	\$744.90	\$836.77	69	Presidential, Jan. 1, 1903.
Asheville.....	2	41,029.96	2,900.00	9,969.15	.....	547.77	\$9,083.24	22,500.16	18,529.80	55	In Government building.
Beaufort.....	3	1,766.90	825.00	150.10	101.04	8.64	.....	1,064.68	682.22	61	Presidential, Oct. 1, 1902.
Biltmore.....	3	8,852.90	1,400.00	316.67	264.00	15.20	.....	1,996.87	1,867.03	52	
Brevard.....	3	2,534.28	1,000.00	200.00	130.00	10.16	.....	1,440.16	1,094.12	57	
Burlington.....	3	6,066.09	1,700.00	145.00	247.50	36.56	.....	2,129.06	3,927.03	35	
Carthage.....	3	2,188.00	1,000.00	180.00	188.00	8.16	.....	1,871.16	815.87	83	
Chapel Hill.....	3	4,831.67	3,600.00	110.00	165.06	13.68	.....	1,888.74	2,942.93	39	
Charlotte.....	1	67,861.61	3,100.00	7,492.12	.....	823.25	9,409.98	20,828.35	47,036.26	31	In Government building.
Clinton.....	3	2,494.38	1,000.00	120.00	300.00	8.00	.....	1,428.00	1,066.38	57	
Concord.....	3	8,937.65	1,900.00	482.50	460.00	79.20	.....	2,921.70	6,015.95	33	
Dunn.....	3	8,722.90	1,400.00	330.00	137.65	11.76	.....	1,879.41	1,843.49	50	
Durham.....	2	24,834.27	2,600.00	4,000.00	1,000.00	145.14	8,525.82	11,270.96	13,563.31	45	
Edenton.....	2	4,104.96	1,500.00	256.22	300.00	41.20	.....	2,107.42	1,997.54	51	
Elizabeth City.....	2	10,087.20	2,000.00	1,224.19	367.00	121.57	.....	3,712.76	6,374.44	37	
Enfield.....	2	2,058.14	825.00	67.50	98.91	6.88	.....	998.29	1,059.85	44	
Essexville.....	2	11,165.58	2,100.00	2,112.13	600.00	67.76	.....	4,879.89	6,285.69	44	
Gastonia.....	2	6,700.64	1,700.00	110.00	250.00	48.08	.....	2,108.08	4,592.46	31	
Goldsboro.....	2	14,171.26	2,300.00	2,962.74	600.00	210.34	2,134.06	8,207.14	6,964.12	58	
Graham.....	2	4,711.32	1,100.00	150.00	161.25	12.00	.....	1,423.25	3,287.07	32	Presidential, Oct. 1, 1902.
Greensboro.....	2	41,326.96	2,900.00	7,247.37	476.31	47.36	9,841.47	16,465.15	24,861.81	40	
Greenville.....	2	5,169.85	1,600.00	150.00	90.00	21.36	.....	2,161.98	3,008.49	42	In Government building.
Hamlet.....	3	7,386.46	1,800.00	75.00	42.00	4.16	.....	936.16	3,410.29	49	Presidential, Apr. 1, 1903.
Henderson.....	3	6,228.23	1,600.00	150.00	440.00	57.04	.....	2,447.04	4,889.42	33	
Hendersonville.....	3	2,828.08	1,100.00	338.34	226.00	84.00	.....	2,218.74	3,009.49	42	
Hickory.....	3	7,021.92	1,800.00	125.00	128.95	13.44	.....	1,867.29	960.79	59	
Highpoint.....	3	15,147.11	2,300.00	2,132.96	540.00	25.20	.....	2,314.95	4,706.97	33	
Kernersville.....	2	2,046.66	1,500.00	180.00	48.00	5.92	984.99	6,129.69	9,017.42	40	
Kings Mountain.....	2	2,042.43	1,000.00	60.00	88.73	14.32	.....	1,083.92	862.74	82	
Kinston.....	3	9,494.60	1,900.00	820.00	856.91	57.76	.....	2,634.67	6,859.93	57	
Laurinburg.....	3	3,167.69	1,400.00	40.00	123.25	12.16	.....	1,576.41	1,592.23	50	
Lenoir.....	3	7,787.29	1,400.00	600.00	207.23	11.68	.....	2,218.91	1,568.38	59	
Lexington.....	3	5,051.03	1,600.00	171.00	190.00	27.20	.....	2,218.91	2,212.83	56	
Lincolnton.....	3	4,666.19	1,300.00	175.00	141.60	8.86	.....	1,701.60	2,941.13	53	
Littleson.....	3	3,120.56	1,400.00	190.00	170.85	12.80	.....	1,673.15	1,447.41	54	
Louisburg.....	3	8,796.88	1,800.00	187.50	146.75	9.60	.....	1,645.85	2,141.03	43	
Lumberton.....	3	8,771.17	1,400.00	500.00	250.00	17.46	.....	2,167.85	1,603.82	57	
Marion.....	3	2,893.92	1,100.00	50.00	169.75	4.72	.....	1,324.47	1,559.45	46	
Monroe.....	3	4,807.84	1,500.00	700.00	273.65	21.36	.....	2,496.01	1,812.33	58	

Morganston	4,778.39	1,600.00	240.00	841.00	22.56	2,208.56	2,574.83	46	Presidential, Jan. 1, 1903.
Mount Airy	4,958.49	1,600.00	500.00	329.00	14.08	2,443.08	2,515.82	49	In Government building.
Mount Olive	1,838.97	1,600.00	77.20	77.20	4.72	841.92	2,577.06	43	
Nebern	18,827.85	2,300.00	3,400.00	137.00	147.44	10,108.06	8,749.79	73	Presidential, Oct. 1, 1902.
North Wilkesboro	8,827.85	1,200.00	375.00	56.65	8.48	1,183.17	1,780.44	46	
Orford	1,965.57	1,700.00	130.00	414.00	84.56	2,278.56	3,974.07	36	
Plymouth	6,252.63	1,200.00	175.00	216.00	12.82	1,603.82	3,974.07	62	
Raleigh	2,581.78	8,100.00	9,097.48	80.00	647.73	19,903.81	32,597.45	58	In Government building.
Red Springs	62,503.96	1,200.00	400.00	80.00	8.72	1,284.72	1,922.12	40	Do.
Reidsville	8,210.84	1,800.00	200.00	212.66	38.96	2,288.96	4,789.21	32	
Rockingham	7,028.17	1,400.00	575.00	435.00	14.32	1,826.84	1,715.24	32	
Rocky Mount	8,542.22	1,900.00	500.00	76.00	62.48	2,962.96	6,207.32	32	
Roxboro	9,169.80	1,900.00	500.00	435.00	6.74	2,642.74	6,527.13	32	
Salisbury	1,144.87	500.00	3,469.69	203.00	10.88	1,691.61	3,779.32	69	Presidential, Jan. 1, 1903.
Sanford	8,747.60	2,200.00	3,500.00	225.00	4.80	2,113.88	1,833.72	56	
Seaford Neck	8,238.33	1,400.00	390.00	188.50	15.92	1,984.42	1,989.75	52	
Shelby	8,984.54	1,400.00	100.00	190.00	12.82	1,502.82	1,378.42	52	
Smithfield	2,880.74	1,200.00	281.25	137.87	17.12	1,895.24	1,493.48	56	
Southern Pines	3,429.72	1,500.00	40.00	130.00	16.08	1,186.06	1,427.27	55	In Government building.
Spray	2,613.35	1,000.00	40.00	130.00	36.56	5,051.73	6,328.46	44	
Statesville	11,380.19	2,200.00	2,390.67	400.00	31.92	2,321.92	4,013.22	37	
Tarboro	6,335.14	1,700.00	190.00	148.00	10.72	1,856.72	1,444.04	56	
Thomasville	8,303.66	1,300.00	350.00	192.00	11.04	1,653.04	1,532.41	52	
Wadesboro	8,185.45	1,300.00	40.00	102.80	11.76	1,254.56	1,151.76	52	
Warrenton	2,406.34	1,100.00	450.00	460.00	37.52	2,747.52	5,875.00	32	
Washington	8,622.52	1,800.00	485.00	200.00	20.00	2,205.00	2,825.59	44	
Waynesville	5,080.59	1,500.00	250.00	193.00	18.72	2,061.72	1,426.30	59	
Weldon	3,487.92	1,600.00	40.00	196.00	7.44	1,243.44	1,426.30	51	
Williamston	2,458.45	1,000.00	11,221.87	450.00	720.80	9,563.85	35,512.75	41	Do.
Wilmington	60,118.77	3,100.00	1,500.00	1,250.00	76.21	4,026.21	5,805.52	41	
Wilson	9,831.73	2,000.00	8,947.08	1,250.00	370.72	23,873.15	33,869.50	41	
Winston-Salem	57,742.68	8,100.00	91,292.48	17,673.83	5,911.55	295,599.13	383,516.85	44	
Total	679,115.98	116,625.00	91,292.48	17,673.83	5,911.55	64,096.32	383,516.85	44	
NORTH DAKOTA.									
Bismarck	12,879.28	2,100.00	2,598.33	799.00	136.92	6,751.12	6,128.16	52	Presidential, Apr. 1, 1903.
Battineau	4,923.44	1,600.00	1,550.00	193.68	6.36	1,960.04	2,973.40	40	
Bowbells	6,882.44	275.00	80.00	60.00	7.92	275.00	3,764.23	32	
Cando	5,612.15	1,600.00	600.00	144.00	6.92	2,250.82	2,185.01	51	
Carrington	4,435.33	1,500.00	800.00	320.00	5.20	2,225.20	2,152.66	51	
Casselton	4,377.86	1,600.00	300.00	55.00	6.64	605.64	472.82	56	
Cauller	1,078.46	550.00	282.50	129.00	1.52	1,113.02	563.15	56	Presidential, Jan. 1, 1903.
Churchs Ferry	4,076.66	750.00	1,666.17	166.00	1.76	1,747.76	2,927.90	47	Presidential, Oct. 1, 1902.
Coopers town	4,076.66	1,500.00	2,000.00	358.00	38.13	4,396.13	5,627.55	44	
Devils Lake	10,023.68	2,000.00	2,869.96	251.00	10.81	2,231.77	3,246.46	41	
Dickinson	5,496.25	1,600.00	280.00	110.92	1.12	1,492.04	1,580.33	72	
Drayton	2,072.37	1,100.00	100.00	223.00	4.44	1,627.44	1,708.14	49	
Ellendale	3,335.58	1,300.00	87.00	87.00	.48	587.48	634.99	48	Presidential, Jan. 1, 1903.
Enderlin	1,222.37	500.00						48	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NORTH DAKOTA—CON.											
Fargo.....	1	\$57,957.49	\$3,100.00	\$7,600.00	\$190.00	\$329.61	\$6,544.75	\$17,574.36	\$40,383.13	30	In Government building.
Fessenden.....	3	3,250.21	1,300.00	.....	298.00	.....	.....	1,490.00	1,760.21	46	
Grafton.....	3	6,379.17	1,700.00	170.00	.....	10.32	.....	2,178.32	4,200.85	34	
Grand Forks.....	2	38,639.52	2,800.00	5,683.75	1,100.00	327.76	3,513.89	13,435.40	23,204.12	37	
Hankinson.....	3	8,145.59	1,400.00	180.00	196.00	3.92	.....	1,749.92	1,895.67	56	
Harvey.....	3	4,587.86	1,500.00	.....	360.00	.....	.....	1,863.60	2,724.26	41	
Hillsboro.....	3	3,950.13	1,500.00	50.00	294.00	3.20	.....	1,847.20	2,102.93	47	
Hope.....	3	3,177.81	1,300.00	100.00	209.19	96	.....	1,610.15	1,567.66	41	
Jamestown.....	2	12,816.56	2,100.00	2,140.76	410.00	26.05	.....	4,676.81	8,139.75	36	
Lakota.....	3	3,177.81	1,300.00	60.00	244.00	3.12	.....	1,607.12	1,570.69	32	
Kenmare.....	3	6,000.49	1,600.00	460.00	300.00	6.32	.....	2,366.32	3,634.17	50	
Lamoure.....	3	4,745.66	1,300.00	300.00	176.90	2.40	.....	1,779.30	2,976.36	65	
Langdon.....	3	2,723.26	1,300.00	340.00	340.25	9.52	.....	2,289.77	3,288.24	41	
Laramie.....	3	5,578.01	1,600.00	280.00	322.60	10.40	.....	2,283.00	3,295.01	40	
Leeds.....	3	6,613.01	1,700.00	250.00	130.00	3.92	.....	1,683.92	1,621.32	51	
Lidgerwood.....	3	3,305.24	1,300.00	.....	191.00	1.68	.....	1,592.68	1,712.56	50	
Lisbon.....	3	3,181.58	1,400.00	241.39	252.00	3.52	.....	2,196.91	1,984.67	33	
Mandan.....	3	6,638.51	1,700.00	180.00	232.00	11.28	.....	2,087.21	4,551.30	29	
Mayville.....	3	7,314.53	1,700.00	110.00	245.98	2.32	.....	1,844.32	5,469.21	42	
Milton.....	3	4,345.63	1,500.00	.....	232.00	1.68	.....	1,345.68	1,162.64	54	
Minnewaukon.....	3	2,508.32	1,200.00	.....	144.00	1.68	.....	1,612.72	990.46	62	
Minot.....	3	10,086.19	1,200.00	170.00	240.00	2.72	.....	2,106.80	7,979.39	21	
New Rockford.....	3	3,122.75	1,200.00	80.00	300.00	26.80	.....	1,478.51	1,644.24	47	
Northwood.....	3	2,896.18	1,200.00	70.00	206.35	2.16	.....	1,475.84	1,420.34	51	
Oakes.....	3	3,666.63	1,200.00	100.00	174.00	1.84	.....	1,678.32	1,988.31	46	
Park River.....	3	4,633.08	1,600.00	200.00	282.00	4.32	.....	2,087.60	2,545.48	45	
Pembina.....	3	2,433.75	1,200.00	40.00	164.00	3.28	.....	1,407.28	1,076.47	57	
Rolla.....	3	1,389.50	600.00	50.00	99.00	.88	.....	749.88	639.62	54	Presidential, Jan. 1, 1903.
Rugby.....	3	4,177.89	1,400.00	262.50	196.00	8.48	.....	1,846.96	2,330.93	45	
St. Thomas.....	3	2,146.96	1,200.00	265.56	198.00	.96	.....	1,664.52	482.44	78	
Sheldon.....	3	1,982.56	750.00	.....	162.75	.32	.....	913.07	1,069.49	47	
Souris.....	3	823.34	325.00	37.50	60.00	.80	.....	423.30	406.04	51	Presidential, Oct. 1, 1902.
Towner.....	3	2,543.27	1,100.00	190.00	110.00	6.32	.....	1,406.32	1,136.95	55	Presidential, Apr. 1, 1903.
Valley City.....	3	9,203.96	2,000.00	1,768.06	282.00	22.13	.....	4,072.19	5,131.77	44	
Wapeton.....	2	10,570.33	2,000.00	2,181.52	660.00	14.32	.....	4,855.84	5,714.49	46	
Williston.....	3	1,709.00	600.00	85.00	.....	3.86	.....	688.36	1,020.64	40	Presidential, Jan. 1, 1903.
Willow City.....	3	1,426.75	600.00	38.32	72.00	.80	.....	711.12	715.63	50	Do.
Total.....		310,049.86	70,850.00	30,656.15	11,912.57	1,086.29	11,175.51	125,681.62	184,368.34	40	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Cleveland.....	1	\$1,256,929.36	\$6,000.00	\$185,107.14	\$5,460.00	\$12,591.81	\$257,068.48	\$466,227.38	\$790,101.96	37	In Government building.
Clyde.....	3	7,166.81	1,800.00	200.00	296.00	22.32	.....	2,318.32	4,787.49	33	
Columbiana.....	3	4,876.08	1,400.00	.....	265.15	41.28	.....	1,706.43	3,171.65	35	
Columbus.....	3	4,076.86	1,500.00	350.00	175.00	11.04	.....	2,036.04	2,040.82	50	Do.
Columbus Grove.....	1	524,950.57	3,900.00	59,306.15	59,306.15	4,481.27	87,141.32	155,480.74	369,469.83	30	
Conneaut.....	3	3,868.59	1,500.00	50.00	296.10	9.06	.....	1,825.16	2,043.23	47	
Continental.....	3	13,908.00	2,400.00	4,863.55	1,550.13	189.13	4,892.60	12,995.28	1,872.72	93	
Corning.....	3	2,807.10	1,000.00	40.00	105.00	7.62	.....	1,152.52	1,654.58	41	
Coshocton.....	3	2,783.67	1,300.00	3,436.50	707.00	42.76	.....	1,480.10	1,313.57	53	
Covington.....	3	18,917.28	1,500.00	50.00	283.75	8.32	3,622.86	10,384.12	8,538.16	55	
Crestline.....	3	7,744.84	1,800.00	1,000.00	298.00	.....	.....	1,927.07	1,907.42	49	
Cuyahoga Falls.....	3	7,683.23	1,800.00	.....	300.00	26.80	.....	3,126.16	4,616.08	40	
Dayton.....	1	322,599.41	3,700.00	40,929.68	.....	3,078.35	56,507.97	104,216.00	218,383.41	32	Do.
Delancey.....	1	15,047.78	2,400.00	2,856.70	640.00	301.55	5,285.07	11,438.32	3,609.46	76	
Degrass.....	3	3,018.81	1,300.00	130.00	216.50	5.84	.....	1,642.34	1,376.47	54	
Delaware.....	3	18,338.92	2,500.00	3,903.26	700.00	272.62	4,877.19	11,753.07	6,440.85	64	
Delphos.....	3	7,888.45	1,800.00	180.00	431.89	36.56	.....	2,448.45	5,440.00	31	
Delta.....	3	4,267.03	1,500.00	.....	284.00	6.72	.....	1,790.72	2,476.31	42	
Dennison.....	3	4,483.20	1,300.00	40.00	334.00	27.44	.....	1,901.44	2,581.76	43	
Deshler.....	3	8,790.70	1,400.00	130.00	266.20	7.44	.....	1,803.61	1,987.06	48	
Dillonvale.....	3	646.65	275.00	7.50	32.50	2.00	.....	317.00	328.65	49	Presidential, Apr. 1, 1903.
Dresden.....	3	41,496.99	1,300.00	110.00	196.61	8.24	.....	1,613.85	1,582.14	51	
East Liverpool.....	3	8,498.52	2,800.00	5,460.75	655.19	655.19	6,596.56	17,012.50	24,487.02	41	
East Palestine.....	3	5,983.87	1,600.00	.....	223.55	15.44	.....	1,838.99	4,094.38	31	
Eaton.....	3	8,198.19	1,800.00	400.00	26.56	.....	.....	2,296.56	6,902.63	28	
Edgerton.....	3	8,457.06	1,200.00	70.00	174.00	6.80	.....	1,390.50	2,076.26	40	
Elmore.....	3	2,381.39	1,000.00	.....	182.00	4.72	.....	1,186.72	1,244.67	48	
Fayette.....	3	2,481.61	1,100.00	8,595.11	900.00	392.38	6,762.68	13,140.17	6,080.32	68	
Findlay.....	3	19,220.49	2,500.00	6,500.00	144.94	2.88	.....	1,347.82	1,133.79	54	
Forest.....	3	30,849.89	2,700.00	1,200.00	151.95	10.88	9,132.61	20,239.23	10,610.16	66	
Fort Recovery.....	3	2,161.77	1,400.00	60.00	161.00	4.80	.....	1,622.83	1,965.04	45	
Fort Lorain.....	3	18,402.48	2,500.00	4,200.00	1,000.00	4.90	4,858.51	12,288.73	6,113.75	61	
Franklin.....	3	4,912.33	1,600.00	80.00	204.00	28.36	.....	1,909.36	3,002.97	39	
Fredricktown.....	3	8,243.59	1,500.00	100.00	141.25	8.56	.....	1,698.78	1,698.78	48	
Fremont.....	3	26,397.38	2,300.00	8,864.12	700.00	116.44	4,827.92	12,108.48	14,288.90	46	
Gallion.....	3	11,562.88	2,300.00	2,900.00	849.44	68.60	.....	8,496.89	1,967.45	53	
Gamboli.....	3	10,946.96	2,200.00	3,181.52	460.00	331.64	2,281.89	8,454.95	2,492.08	77	
Gambier.....	3	8,397.97	1,400.00	.....	111.00	15.76	.....	1,526.76	1,871.21	41	
Garrettsville.....	3	4,781.87	1,600.00	120.00	292.00	8.16	.....	1,980.16	2,801.71	41	

Geneva.	8,595.74	1,900.00	400.00	275.00	44.88	2,619.94	5,975.86	30
Georgetown.	4,364.61	1,900.00	800.00	184.14	10.56	1,994.70	2,969.91	46
Germanstown.	3,106.24	1,900.00		303.91	24.15	1,994.70	1,577.18	49
Gibsonburg.	2,944.68	1,900.00		280.00	4.40	1,628.08	1,860.28	54
Gilard.	4,133.49	1,900.00	100.00	108.00	13.84	1,621.84	2,511.65	59
Glendale.	1,105.79	1,900.00		65.56	11.92	677.48	528.31	52
Glennville.	5,816.53	1,900.00		228.50	77.68	1,406.18	4,010.85	31
Glouster.	3,878.95	1,900.00	228.80	175.02	12.24	1,817.08	2,061.99	47
Granville.	5,359.71	1,900.00	90.00	300.00	17.60	2,007.60	3,852.11	37
Greenfield.	10,037.05	2,400.00	2,600.00	318.00	23.78	7,691.54	2,945.51	71
Greenview.	14,687.35	2,400.00	2,900.00	666.81	67.60	8,506.61	6,178.74	51
Greenwich.	2,364.85	1,900.00	30.00	145.56	5.76	1,281.82	1,103.63	54
Hamilton.	63,432.71	3,100.00	9,257.80	1,437.50	1,494.37	27,602.53	25,830.18	52
Harrison.	3,198.42	1,900.00	250.00	136.00	14.36	1,720.56	1,477.86	54
Hicksville.	5,660.93	1,900.00	130.00	296.00	11.44	2,137.44	3,623.49	38
Hillsboro.	12,674.22	2,300.00	3,200.00	600.00	40.64	6,145.48	6,538.58	48
Hiram.	2,468.27	1,900.00	70.00	140.60	4.88	1,722.58	1,662.79	57
Hudson.	3,737.81	1,900.00	120.00	191.14	11.44	1,402.74	2,015.23	46
Huron.	2,314.33	1,900.00		194.18	8.56	1,601.48	1,111.59	56
Ironton.	19,919.91	2,900.00	5,100.00	885.63	162.69	16,014.58	4,905.33	75
Jackson.	10,345.38	2,100.00	2,000.00	450.00	61.40	1,697.32	5,783.96	45
Jamestown.	3,844.17	1,900.00	40.00	252.00	7.62	2,777.94	2,146.65	44
Jefferson.	5,646.42	1,900.00	900.00	230.00	16.46	2,686.48	2,777.94	51
Johnstown.	1,141.53	1,900.00		45.50	2.00	550.50	691.03	43
Kent.	15,069.17	1,900.00	80.00	314.55	43.20	2,227.73	3,831.42	37
Kenton.	13,963.48	2,400.00	3,098.64	650.00	83.22	9,476.19	6,459.29	59
Leicester.	21,748.20	2,900.00	3,797.85	800.00	391.10	12,634.73	9,113.47	58
Lebanon.	11,667.46	2,900.00	2,719.56	860.00	139.94	7,647.54	4,020.12	66
Lebanon.	3,628.12	1,700.00	300.00	302.00	35.52	2,337.52	5,230.60	42
Leipsic.	3,152.37	1,900.00	150.00	460.00	13.65	2,025.68	5,928.69	30
Lima.	52,131.58	3,100.00	7,857.88	983.57	983.57	23,176.80	29,656.23	44
Lisbon.	6,943.10	1,900.00	280.00	300.00	82.24	2,622.24	5,822.86	51
Loell.	2,389.82	1,900.00	60.00	127.00	5.00	1,284.82	1,622.86	50
Logan.	3,632.31	2,000.00	1,500.00	410.00	45.97	3,936.57	4,076.54	49
Lorain.	20,741.96	2,900.00	3,200.00	645.62	50.83	1,196.86	7,459.82	48
Lorain.	3,108.14	1,900.00	3,200.00	600.00	383.04	13,145.60	7,596.26	43
Loudonville.	5,118.63	1,900.00	140.00	198.00	8.40	1,446.40	2,371.19	46
Louisville.	3,193.50	1,900.00		180.00	3.44	1,598.44	1,877.19	49
Lowville.	2,227.74	1,700.00		182.80	4.88	1,998.88	583.75	56
McArthur.	2,631.74	1,900.00	200.00	194.00	4.96	1,403.04	1,698.11	61
McComb.	4,768.65	1,900.00	800.00	220.00	7.00	2,082.72	1,793.13	43
McConnellsville.	3,253.85	1,900.00	200.00	225.00	12.72	1,931.48	1,891.87	40
Madison.	2,635.43	1,900.00	200.00	66.52	6.46	1,511.96	1,173.47	56
Malden.	3,089.95	1,900.00	200.00	137.38	5.74	1,649.91	1,440.76	53
Malden.	64,777.27	3,100.00	9,099.10	2,007.00	514.27	25,412.01	29,895.26	46
Marietta.	1,034.44	500.00	85.00	18.88	2.00	633.88	16,842.71	61
Marietta Station.	86,091.06	2,900.00	6,400.27	1,200.00	597.23	19,148.87	16,842.71	53
Marion.	275.55	2,700.00	5,097.28	725.00	216.96	14,514.15	13,081.22	58
Marion Ferry.	9,740.75	2,000.00	1,766.57	445.82	128.19	4,337.51	5,403.24	43
Marysville.	8,299.56	1,900.00	400.00	410.00	39.64	2,740.64	5,558.92	33
Massillon.	22,923.21	2,600.00	4,507.84	1,000.00	515.06	15,213.56	7,709.66	66

Presidential, Jan. 1, 1903.

Do.

In Government building.

Presidential, Apr. 1, 1903.

Presidential, Jan. 1, 1903.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Mechanicsburg.....	3	\$3,862.26	\$1,500.00	\$50.00	\$220.00	\$11.36	.....	\$1,781.36	\$2,080.90	46	
Medina.....	3	11,392.37	2,100.00	1,800.00	300.00	.....	.....	4,217.84	7,174.53	37	
Miamisburg.....	3	6,426.71	1,800.00	190.00	231.25	30.32	.....	2,271.57	4,155.13	35	
Middlefield.....	3	1,121.16	550.00	20.00	93.70	1.36	.....	2,665.06	4,566.10	59	
Middleport.....	3	6,651.56	1,500.00	70.00	266.00	42.82	.....	1,878.82	2,773.24	40	
Middletown.....	3	19,139.63	2,500.00	4,891.31	775.00	447.40	\$5,363.02	13,976.78	5,182.90	73	Presidential, Jan. 1, 1903.
Millersburg.....	3	4,947.72	1,600.00	300.00	253.98	13.12	.....	2,167.10	2,780.62	44	
Mineral City.....	3	1,276.30	500.00	25.00	72.70	2.64	.....	2,600.34	2,675.96	47	Do.
Minerva.....	3	8,485.40	1,300.00	.....	187.65	16.64	.....	1,891.11	3,587.29	41	
Mingo Junction.....	3	5,821.75	1,500.00	.....	282.36	37.76	.....	1,780.12	3,544.63	33	
Monroeville.....	3	2,899.63	1,200.00	50.00	146.00	6.24	.....	1,402.24	1,427.39	60	
Montpelier.....	3	4,184.11	1,600.00	.....	194.00	11.44	.....	1,795.44	2,388.67	43	
Mount Gilead.....	3	7,525.51	1,800.00	200.00	234.82	18.32	.....	2,253.14	5,272.37	30	
Mount Sterling.....	3	8,187.05	1,400.00	.....	211.00	8.24	.....	1,619.24	1,567.81	51	
Mount Vernon.....	3	14,738.47	2,400.00	2,561.13	1,110.73	152.84	3,501.40	9,726.10	5,072.37	64	
Napoleon.....	3	6,739.82	1,800.00	80.00	295.97	31.60	.....	2,207.57	4,532.25	33	
National Military Home.....	3	4,080.78	1,500.00	100.00	.....	24.24	.....	1,024.24	2,466.54	40	In Government building.
Nelsonville.....	3	5,924.35	1,700.00	360.00	294.00	25.04	.....	2,383.04	3,541.31	40	
Nevada.....	3	1,664.65	825.00	.....	109.50	2.82	.....	836.82	737.83	56	Presidential, Oct. 1, 1902.
Newark.....	3	30,750.00	2,700.00	5,564.64	1,169.70	646.25	10,328.98	20,739.87	10,010.13	67	
New Bremen.....	3	2,499.89	1,100.00	12.50	150.00	6.40	.....	1,288.60	1,211.29	52	
New Carlisle.....	3	3,684.59	1,400.00	240.00	194.99	5.52	.....	1,840.51	1,844.08	50	
New Comerstown.....	3	4,986.96	1,600.00	290.00	325.00	23.76	.....	2,228.76	2,758.20	45	
New Concord.....	3	3,826.67	1,300.00	71.00	90.00	4.88	.....	1,466.12	2,360.55	38	
New Lexington.....	3	4,133.22	1,500.00	40.00	242.00	17.28	.....	1,799.28	2,333.94	43	
New London.....	3	6,429.12	1,800.00	200.00	400.00	12.64	.....	2,382.64	4,046.48	37	
New Philadelphia.....	3	12,037.70	2,200.00	2,947.82	475.00	68.69	.....	3,476.34	2,469.85	76	
New Richmond.....	3	2,476.09	1,200.00	200.00	144.83	15.68	.....	1,560.51	2,915.58	63	
Newtown Falls.....	3	2,584.43	250.00	.....	44.80	1.52	.....	296.32	2,288.11	52	Presidential, Apr. 1, 1903.
Niles.....	3	13,455.49	2,200.00	2,900.00	433.00	61.74	3,248.26	8,743.00	4,712.49	65	
North Amherst.....	3	2,671.00	1,200.00	.....	174.00	7.44	.....	1,391.44	1,289.56	52	
North Baltimore.....	3	5,056.29	1,700.00	200.00	860.00	19.52	.....	2,279.52	2,776.77	45	
Northwalk.....	3	20,137.72	2,500.00	3,132.61	700.00	118.72	3,657.97	10,159.30	9,978.42	50	
Oakharbor.....	3	8,085.80	1,400.00	.....	196.00	6.68	.....	1,601.68	1,484.12	52	
Oberlin.....	3	15,966.43	2,400.00	3,306.76	900.00	398.92	3,955.81	10,961.99	5,024.44	69	
Orrville.....	3	2,967.13	1,600.00	190.00	298.76	23.56	.....	2,102.32	2,864.81	42	
Osborn.....	3	4,467.88	1,200.00	100.00	164.00	7.84	.....	1,471.84	2,996.04	60	
Ottawa.....	3	2,467.51	1,600.00	800.00	353.92	51.76	.....	2,278.12	2,776.97	45	
Oxford.....	3	7,393.51	1,800.00	200.00	318.00	51.76	.....	2,389.76	5,023.75	32	
Painesville.....	3	23,637.84	2,600.00	3,413.27	800.00	101.17	3,717.06	10,631.49	13,026.35	45	

No. 10—Gross, receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Vandalia.....	3	\$2,608.32	\$1,200.00	\$100.00	\$122.75	\$5.20	.....	\$1,427.95	\$1,180.37	55	Presidential, Jan. 1, 1903.
Wadsworth.....	3	4,455.25	1,500.00	.....	220.00	9.84	.....	1,729.84	2,725.42	39	
Wapakoneta.....	3	8,499.15	1,900.00	600.00	460.00	30.88	.....	2,990.88	5,508.27	35	
Warren.....	2	30,158.66	2,600.00	5,850.27	868.74	423.84	\$4,661.61	14,404.46	15,754.20	48	
Washington Court House.....	2	15,121.69	2,400.00	3,245.11	539.45	144.53	3,536.51	9,894.63	5,227.05	65	
Wauseon.....	3	7,142.19	1,700.00	170.00	390.00	15.92	.....	2,255.92	4,876.27	32	
Waverly.....	3	3,840.17	1,500.00	200.00	225.00	12.56	.....	1,377.56	1,902.61	50	
Waynesville.....	3	1,299.05	600.00	25.00	99.00	2.08	.....	1,726.08	573.01	56	Do.
Wellington.....	3	6,899.76	1,900.00	325.00	325.00	19.52	.....	2,844.52	4,555.24	34	
Wellston.....	2	9,145.31	1,000.00	100.00	455.91	45.60	.....	4,413.28	4,732.08	48	
Wellsville.....	2	10,729.13	2,000.00	1,911.77	455.91	108.56	.....	8,941.44	6,787.69	37	
West Carrollton.....	3	2,847.38	1,300.00	.....	165.74	10.16	.....	1,475.90	1,371.48	52	
Westerville.....	3	4,590.76	1,500.00	100.00	228.86	13.60	.....	1,842.46	2,748.30	40	
West Liberty.....	3	4,253.24	1,600.00	200.00	296.92	6.80	.....	2,102.72	2,150.52	49	
West Milton.....	3	1,388.75	650.00	.....	90.75	2.00	.....	642.75	696.00	45	Do.
Weston.....	3	3,375.49	1,400.00	.....	182.00	4.16	.....	1,586.16	1,789.33	47	
West Unity.....	3	3,627.22	1,500.00	60.00	159.67	3.92	.....	1,653.59	1,963.63	46	
Willoughby.....	3	5,122.29	1,600.00	.....	262.37	21.52	.....	1,943.89	3,178.40	38	
Wilmington.....	3	8,944.55	1,900.00	500.00	420.00	32.96	.....	2,852.96	6,091.59	32	
Woodfield.....	3	4,659.82	1,600.00	890.00	302.00	17.60	.....	2,309.60	2,350.22	50	
Woodstock.....	2	17,217.76	2,400.00	3,872.88	900.00	113.44	8,501.68	10,767.95	6,450.81	63	
Woodward.....	2	16,593.89	2,400.00	3,800.00	750.00	807.95	4,803.68	11,061.63	5,532.26	67	
Xenia.....	3	3,978.11	1,300.00	13.914.33	118.00	10.96	.....	1,428.96	2,549.15	36	
Yellow Springs.....	3	93,163.39	3,200.00	.....	2,431.52	1,896.67	23,962.68	42,483.38	50,675.01	46	In Government building.
Youngstown.....	1	65,736.96	3,100.00	15,036.06	.....	1,084.35	16,281.21	37,962.14	27,754.72	58	
Zanesville.....	1	6,886,792.98	453,525.00	1,012,767.22	109,644.14	68,604.38	1,190,306.60	2,839,847.34	4,045,945.59	41	
OKLAHOMA.											
Alva.....	2	8,602.88	2,000.00	2,400.00	232.75	27.04	.....	4,659.79	3,942.99	54	
Anadarko.....	3	6,727.83	1,425.00	900.00	45.00	23.68	.....	2,393.68	3,334.15	35	Presidential, Oct. 1, 1902.
Apache.....	3	8,647.36	1,800.00	46.00	.....	4.46	.....	1,846.46	1,801.90	43	Presidential, Apr. 1, 1903.
Atoka.....	3	2,107.83	1,000.00	800.00	87.00	4.83	.....	1,891.83	1,015.99	49	
Blaine.....	2	2,199.28	1,000.00	.....	142.19	2.08	.....	1,254.27	1,083.00	50	
Blisswell.....	2	4,003.79	2,400.00	1,500.00	450.00	27.49	.....	3,271.34	4,086.00	76	
Bridgeport.....	3	8,976.79	2,400.00	600.00	400.00	1.84	.....	900.00	886.79	51	
Buch.....	3	1,790.15	600.00	150.00	100.00	.....	.....	2,443.21	5,116.21	36	Presidential, Jan. 1, 1903.
Canby.....	3	7,894.42	1,700.00	700.00	800.00	28.21	.....	2,843.21	1,991.21	33	Do.
Chandler.....	3	2,000.00	1,200.00	400.00	41.46	6.16	.....	1,047.62	1,952.38	49	
Concord.....	3	4,686.94	1,500.00	200.00	260.00	5.54	.....	1,965.84	2,721.10	45	
Edmond.....	3	4,686.16	1,500.00	200.00	260.00	5.54	.....	1,965.84	2,721.10	45	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OREGON—continued.											
Elgin.....	3	\$2,511.16	\$1,000.00	\$150.00	\$170.00	\$1.04	.....	\$1,321.04	\$1,190.12	53	
Eugene.....	2	13,242.46	2,200.00	2,200.00	240.00	125.11	\$1,498.78	6,254.99	6,977.57	46	
Forest Grove.....	3	8,359.84	1,400.00	250.00	206.00	6.44	.....	1,861.44	1,497.90	55	
Grants Pass.....	3	7,173.74	1,800.00	500.00	204.00	12.96	.....	2,516.96	4,656.78	35	
Heppner.....	3	4,104.72	1,200.00	340.00	220.00	2.64	.....	1,762.64	2,342.08	43	
Hillsboro.....	3	2,839.74	1,200.00	150.00	226.00	4.24	.....	1,590.24	1,259.50	56	
Hood River.....	3	6,086.89	1,500.00	100.00	240.00	6.40	.....	1,846.40	3,190.49	37	
Huntington.....	3	2,172.25	1,000.00	100.00	109.00	2.56	.....	1,211.56	960.69	54	
Independence.....	3	2,544.14	1,100.00	50.00	226.00	4.48	.....	1,386.48	1,163.66	54	
Lagrange.....	2	8,573.53	2,000.00	1,491.85	387.50	399.59	.....	4,279.04	4,294.49	50	
Lakeview.....	3	2,607.54	1,200.00	200.00	198.00	2.08	.....	1,600.08	1,007.46	61	
Lebanon.....	3	2,295.08	1,100.00	300.00	164.00	.80	.....	1,564.80	720.28	68	
McMinnville.....	3	6,213.79	1,700.00	140.00	256.00	7.76	.....	2,103.76	4,110.03	34	
Marshfield.....	3	4,709.85	1,500.00	280.00	290.00	4.80	.....	2,054.80	2,655.05	44	
Medford.....	3	5,046.05	1,600.00	80.00	252.00	10.40	.....	1,942.40	3,103.65	38	
Milton.....	3	2,324.40	1,000.00	.....	124.00	1.92	.....	1,125.92	1,198.48	48	
Moro.....	3	1,196.86	550.00	.....	81.00	.96	.....	631.96	567.40	53	Presidential, Jan. 1, 1903. Do.
Mount Angel.....	3	1,192.01	550.00	.....	72.00	.72	.....	622.72	569.29	52	
Newberg.....	3	8,022.38	1,200.00	.....	196.56	2.72	.....	1,399.28	1,623.10	46	
Ontario.....	3	2,221.02	825.00	450.00	147.00	2.00	.....	1,424.00	797.02	64	Presidential, Oct. 1, 1902.
Oregon City.....	3	7,854.54	1,900.00	580.00	856.00	17.68	.....	2,853.68	6,000.86	36	
Pendleton.....	2	13,910.80	2,300.00	3,075.00	210.00	221.40	1,095.49	6,901.89	7,008.91	50	
Portland.....	1	301,439.77	3,600.00	49,994.49	1,172.00	2,676.71	60,062.72	117,506.92	183,933.85	39	In Government building.
Prineville.....	3	3,890.57	1,200.00	200.00	160.00	5.28	.....	1,565.28	1,815.29	46	
Roseburg.....	3	8,151.48	1,800.00	840.00	358.00	16.00	.....	3,014.00	5,137.48	37	Do.
Salem.....	2	26,251.45	2,600.00	4,804.12	952.75	493.97	4,288.16	13,079.00	12,172.45	52	
Silverton.....	3	2,604.56	1,100.00	40.00	174.00	2.80	.....	1,316.80	1,287.78	51	
Sumpter.....	3	9,096.60	1,600.00	600.00	298.25	8.24	.....	2,506.49	6,590.11	28	
The Dalles.....	2	10,828.83	2,200.00	2,100.00	600.00	134.74	.....	5,084.74	5,794.09	46	
Tillamook.....	3	2,895.55	1,200.00	200.00	204.00	2.24	.....	1,626.24	1,269.31	56	
Union.....	3	3,620.42	1,400.00	300.00	198.00	4.16	.....	1,902.16	1,718.26	53	
Woodburn.....	3	2,438.58	1,000.00	250.00	174.00	4.56	.....	1,428.56	1,005.02	59	
Total.....		542,314.19	64,125.00	79,411.15	10,423.77	4,659.87	74,402.68	283,022.47	309,291.72	43	
PENNSYLVANIA.											
Allegheny.....	1	234,992.21	3,600.00	41,556.08	950.00	5,600.22	99,918.40	121,627.70	113,364.51	52	In Government building.
Allentown.....	1	68,946.31	3,200.00	9,900.00	2,800.00	868.26	15,870.71	32,078.97	36,019.34	47	
Altoona.....	1	63,104.16	3,100.00	11,767.10	500.00	1,180.77	17,168.67	33,661.54	29,444.62	53	Do.
Ambler.....	2	12,990.09	2,500.00	2,261.65	480.00	1,165.65	741.23	6,188.69	6,851.51	47	

[illegible]

Presidential. Apr. 1, 1908.

In Government building:

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—CON.											
Clayville	3	\$3,049.89	\$1,306.00	\$165.00	\$127.92	\$12.90	.....	\$1,605.72	\$1,443.66	53	
Clifffield	2	19,943.71	2,500.00	3,181.62	827.00	95.24	\$5,441.25	10,019.01	9,324.70	52	
Clinton Heights	2	18,093.89	1,700.00	.....	224.00	19.62	.....	1,943.52	6,149.87	24	
Consville	2	18,995.69	2,500.00	3,174.73	775.00	117.82	3,827.24	9,894.79	9,071.87	52	
Cochran	2	11,998.39	2,500.00	50.00	91.18	2.24	.....	9,683.42	2,704.97	50	
Columbia	2	14,249.62	2,400.00	2,948.80	649.85	112.55	5,275.86	11,891.16	2,858.46	80	Presidential, Jan. 1, 1903.
Conamanch	3	1,493.47	700.00	.....	86.82	12.96	.....	871.71	498.41	42	Do.
Confluence	3	1,453.57	700.00	200.00	86.00	9.12	.....	995.12	498.41	69	Do.
Conneautville	3	3,698.19	1,400.00	150.00	196.00	7.04	.....	1,755.04	1,943.15	47	
Connellsville	2	21,748.80	2,500.00	3,253.68	950.00	468.55	3,718.43	10,900.66	10,847.64	50	
Conshohocken	2	11,625.42	2,400.00	2,600.00	800.00	174.94	2,694.42	8,569.36	8,056.06	74	
Corasopolis	2	8,235.06	1,800.00	.....	425.00	52.40	.....	2,277.40	6,062.66	28	
Corry	2	17,148.74	2,400.00	3,995.23	999.45	154.66	4,471.69	12,021.23	5,122.51	70	
Coudersport	2	7,692.27	1,900.00	320.00	831.00	17.44	.....	1,558.44	6,082.83	34	
Crafton	3	3,040.07	1,100.00	37.50	170.00	50.16	.....	1,937.66	1,682.41	45	
Cresson	3	4,648.11	1,200.00	325.00	180.15	80.32	.....	1,685.47	2,962.64	36	
Crowsfork	3	2,629.74	1,200.00	.....	90.00	4.88	.....	1,294.88	1,211.49	51	
Curwensville	3	4,924.65	1,600.00	800.00	292.00	21.86	.....	2,718.86	2,211.49	55	
Danville	2	11,911.24	2,300.00	2,894.54	699.70	121.82	3,508.23	9,623.79	2,887.45	58	
Darby	2	7,617.13	1,600.00	.....	192.25	13.36	.....	1,842.65	5,774.48	24	
Dawson	3	3,754.05	1,300.00	104.00	174.00	38.50	.....	1,587.86	1,401.85	45	
Derry Station	3	9,473.44	1,600.00	50.00	246.00	82.60	.....	1,678.50	2,075.55	53	
Donora	3	8,976.46	1,500.00	582.77	381.00	75.12	.....	2,006.12	7,467.32	21	
Downingtown	3	9,695.41	2,100.00	.....	178.75	21.62	.....	2,283.04	1,693.42	57	
Doylesdown	2	20,509.39	2,500.00	3,865.67	450.00	149.16	.....	5,698.44	4,006.97	59	
DuBois	2	4,240.22	1,500.00	8,885.89	175.00	23.12	5,105.09	12,039.64	8,469.75	40	
Dunbar	3	3,434.51	1,500.00	250.00	108.00	19.40	.....	1,698.12	2,542.10	55	
Duncannon	3	9,243.61	1,900.00	.....	325.00	76.08	.....	1,877.60	1,564.91	55	
Duquesne	3	2,550.64	1,200.00	75.00	195.05	5.68	.....	1,901.68	6,942.53	26	
Duquesne	3	4,096.43	1,600.00	100.00	113.00	17.62	.....	1,476.78	1,074.91	54	
East Brady	3	4,232.26	1,500.00	.....	187.00	16.96	.....	1,703.96	2,176.91	46	
East Downingtown	3	1,047.19	500.00	.....	82.98	16.81	.....	699.79	447.89	57	
East Mauch Chunk	3	54,863.64	8,100.00	10,000.27	1,194.88	15.81	16,821.97	32,737.43	22,126.11	60	Do.
Easton	1	21,774.13	2,400.00	2,000.00	2,244.00	124.20	.....	4,768.20	17,005.98	22	
East Pittsburgh	2	6,410.40	1,700.00	300.00	250.00	43.68	.....	2,298.68	3,115.72	42	
East Stroudsburg	2	5,478.46	1,700.00	60.00	400.00	40.82	.....	2,200.82	3,278.24	40	
Ehrenburg	3	6,998.77	1,900.00	200.00	200.00	4.64	.....	2,804.64	4,694.13	38	
Edwardsburg	3	4,383.96	1,600.00	700.00	295.00	8.66	.....	1,643.56	1,940.40	54	
Edinboro	3	2,145.06	1,100.00	100.00	136.00	9.68	.....	1,404.68	1,740.38	66	
Edwardsville	3	8,622.94	1,400.00	240.00	287.50	7.60	.....	1,885.10	1,787.84	31	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
PENNSYLVANIA—CON.											
Jermyn.....	3	\$2,722.53	\$1,300.00	.....	\$123.47	\$7.84	.....	\$1,431.31	\$1,291.22	53	
Jersey Shore.....	3	5,851.32	1,600.00	.....	254.00	26.96	.....	1,880.96	3,500.36	35	
Johnsburg.....	3	8,677.03	1,900.00	\$350.00	420.00	36.32	.....	2,706.32	5,970.71	31	
Johnstown.....	1	61,082.07	3,100.00	8,138.68	1,400.00	1,412.15	\$14,880.22	28,961.05	32,121.02	47	
Kane.....	3	13,581.71	2,400.00	3,455.22	1,000.00	77.35	3,249.40	10,191.97	3,389.74	76	
Kennett Square.....	3	7,021.37	1,800.00	500.00	306.00	22.40	.....	2,628.40	4,392.97	37	
Kingston.....	3	4,301.55	1,000.00	.....	254.00	34.56	.....	1,788.56	2,512.99	42	
Kittanning.....	3	13,783.89	2,800.00	3,161.14	725.54	164.20	4,065.91	10,416.79	3,367.10	76	
Knox.....	3	1,561.28	750.00	105.00	72.95	2.48	.....	880.43	680.85	60	Presidential, Oct. 1, 1902.
Knoxville.....	3	3,117.45	1,000.00	300.00	160.00	4.88	.....	1,864.88	1,252.57	60	
Kutztown.....	3	3,780.81	1,300.00	200.00	238.55	9.52	.....	1,948.07	1,832.74	52	
Lancaster.....	3	91,640.31	3,800.00	13,725.00	520.00	831.50	16,324.26	34,230.76	57,319.55	37	In Government building
Lansdale.....	3	6,627.12	1,700.00	350.00	.....	41.28	.....	2,827.28	4,299.84	35	
Lansford.....	3	22,509.73	2,500.00	2,900.00	236.00	96.32	3,089.09	9,106.41	13,404.32	40	
Larabee.....	3	4,582.27	1,600.00	.....	217.90	27.52	.....	1,845.42	2,736.85	40	
Lebanon.....	3	12,371.04	2,200.00	2,500.00	500.00	113.40	2,436.49	7,749.89	4,621.15	63	
Leechburg.....	3	35,044.19	2,800.00	5,364.66	1,200.00	562.34	8,890.84	18,807.34	16,236.85	54	
Leighton.....	3	5,721.79	1,700.00	150.00	344.00	32.88	.....	2,230.88	3,490.91	39	
Levittown.....	3	6,002.11	1,700.00	190.00	338.22	37.36	.....	2,265.58	3,736.53	38	
Lewistown.....	3	10,317.65	2,300.00	1,833.26	480.00	68.28	312.62	5,014.16	5,303.49	49	
Ligonier.....	3	11,946.67	2,800.00	2,900.00	700.00	165.04	8,143.87	9,110.75	2,835.92	76	
Lititz.....	3	2,784.60	1,300.00	100.00	169.00	66.38	.....	1,774.04	1,264.51	58	
Littletown.....	3	3,436.14	1,400.00	150.00	91.70	15.12	.....	1,865.12	1,467.54	47	
Lockhaven.....	3	17,455.31	2,500.00	3,690.63	883.94	121.10	8,850.44	11,674.08	1,762.08	46	
Lockport.....	3	8,228.37	1,400.00	100.00	202.00	10.88	.....	1,711.28	6,489.20	63	
Lykens.....	3	3,023.34	1,800.00	.....	167.60	9.28	.....	1,478.48	1,544.86	49	
Lyons.....	3	3,345.99	1,700.00	5,566.09	238.29	42.24	.....	1,980.53	4,365.46	31	
McDonald.....	3	41,506.69	2,900.00	5,566.09	1,800.00	821.16	16,342.79	27,430.04	14,076.65	66	
McKees Rocks.....	2	13,221.48	2,100.00	1,766.31	336.75	93.11	.....	4,634.17	8,587.31	35	
McMansfield City.....	2	11,622.02	2,100.00	2,097.09	450.00	98.60	4,578.13	9,218.82	2,243.20	80	
Malvern.....	3	5,609.06	1,400.00	600.00	300.00	15.76	.....	2,315.76	3,293.29	41	
Manheim.....	3	3,369.17	1,800.00	120.00	212.50	10.64	.....	1,643.14	1,726.03	49	
Mansfield.....	3	6,292.20	1,800.00	160.00	302.52	9.60	.....	2,272.12	4,020.08	36	
Marionville.....	3	2,223.38	1,200.00	.....	189.00	4.80	.....	1,388.80	825.58	63	
Maricopa.....	3	5,156.63	1,700.00	150.00	300.00	25.60	.....	2,176.60	2,980.03	42	
Marysville.....	3	2,560.00	250.00	.....	14.00	2.88	.....	266.88	2,293.12	50	Presidential, Apr. 1, 1903.
Mauch Chunk.....	3	1,468.48	500.00	1,500.00	73.50	5.98	.....	579.18	889.25	43	Presidential, Jan. 1, 1903.
Mauch Chunk.....	2	9,748.68	2,100.00	1,500.00	446.00	96.13	.....	4,141.13	5,607.55	40	
Meadville.....	2	30,644.19	2,800.00	6,706.52	1,721.72	624.37	7,768.53	19,521.14	11,123.05	64	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—CON.											
Oil City.....	3	\$48,145.28	\$2,900.00	\$6,249.19	\$1,500.00	\$550.96	\$9,025.88	\$20,226.08	\$22,919.25	47	
Olyphant.....	3	4,865.09	1,600.00	.....	157.69	87.28	.....	1,901.78	3,083.31	38	
Orwigburg.....	3	4,627.46	1,500.00	.....	240.00	31.58	.....	1,665.85	2,961.61	36	
Oscola Mills.....	3	8,796.96	1,400.00	219.89	200.00	39.28	.....	1,891.42	1,905.64	50	
Overbrook.....	3	6,156.64	1,600.00	.....	284.00	16.56	.....	1,839.28	3,317.36	36	
Oxford.....	3	6,897.64	1,700.00	450.00	105.00	10.00	.....	2,402.56	3,584.98	40	
Palmyra.....	3	8,231.29	1,400.00	90.00	105.00	10.00	.....	1,605.00	1,626.29	50	
Parkers Landing.....	3	8,628.98	1,500.00	.....	178.00	20.82	.....	1,688.32	1,830.61	48	
Parkburg.....	3	8,717.71	1,400.00	270.00	145.15	18.32	.....	1,833.47	1,884.24	49	
Patterson.....	3	6,212.72	1,600.00	100.00	300.00	18.00	.....	2,018.00	3,194.72	39	
Peckville.....	3	1,658.22	1,100.00	.....	155.80	12.16	.....	1,287.96	3,170.76	64	
Pennsboro.....	3	6,558.88	1,600.00	.....	7.47	13.86	.....	1,620.83	3,948.06	29	
Pen Argyl.....	3	3,354.99	1,400.00	.....	240.00	10.82	.....	1,650.32	1,704.67	49	
Pennsburg.....	3	1,247.62	1,550.00	75.00	44.00	3.44	.....	1,672.44	1,704.67	54	Presidential Jan. 1, 1903.
Perkasie.....	3	8,132.07	1,300.00	120.00	150.00	11.52	.....	1,581.52	1,550.56	50	
Philadelphia.....	1	4,385,538.91	6,000.00	896,628.92	58,784.78	52,137.50	1,088,241.43	2,051,672.63	2,883,686.28	47	In Government building.
Phi Leburg.....	2	12,893.95	2,200.00	2,581.70	500.00	180.74	1,128.81	6,589.26	6,804.70	53	
Phoenixville.....	2	15,683.37	2,400.00	3,024.46	700.00	378.53	4,256.95	10,754.94	4,926.43	69	
Phoenixville.....	2	2,151.96	1,000.00	40.00	86.55	11.51	.....	1,138.06	1,013.92	53	
Pittsburg.....	3	8,850.24	1,300.00	.....	164.00	43.92	.....	1,507.92	2,842.32	39	
Pittsburg.....	3	1,407,109.63	6,000.00	192,837.92	6,899.88	21,419.83	292,975.73	460,132.86	946,976.77	33	Do.
Plymouth.....	1	20,100.44	2,500.00	4,748.49	900.00	155.52	7,995.96	16,294.99	3,805.45	81	a 102
Port Allegany.....	2	8,890.69	2,000.00	1,250.00	515.00	45.09	5,251.53	9,081.62	8,170.93	91	
Pottsville.....	3	6,040.57	1,700.00	120.00	282.09	20.56	.....	2,102.65	3,977.92	36	
Pottstown.....	3	20,998.36	2,500.00	8,300.00	870.00	165.40	6,427.29	12,262.69	8,735.67	58	
Pottsville.....	3	31,635.16	2,800.00	6,444.96	890.84	99.84	10,519.45	19,650.29	11,984.87	62	Do.
Punkstown.....	2	11,245.05	2,100.00	1,644.96	492.49	89.84	.....	4,337.29	6,907.76	39	
Quakertown.....	3	2,333.43	1,300.00	200.00	138.48	15.76	.....	1,674.24	659.19	72	Do.
Reading.....	3	127,829.16	3,400.00	16,870.92	116.66	1,276.59	88,428.94	69,976.45	62,852.78	49	
Red Lion.....	3	2,432.13	1,700.00	.....	116.00	4.24	.....	1,286.90	1,195.23	51	
Renovo.....	3	6,850.94	1,700.00	800.00	343.00	37.28	.....	2,090.28	4,770.66	33	
Reynoldsville.....	3	8,806.54	1,700.00	800.00	265.46	88.76	.....	2,299.22	4,507.32	36	
Richland Center.....	3	4,231.52	1,500.00	110.00	162.05	19.20	.....	1,791.25	2,440.27	42	
Ridgway.....	3	13,292.11	2,200.00	4,182.19	600.00	144.88	2,522.05	9,646.07	8,568.04	73	
Ridley Park.....	3	2,268.17	1,100.00	100.00	161.74	4.72	.....	1,082.40	1,255.77	46	
Roaring Spring.....	3	2,696.01	1,200.00	.....	500.00	204.70	.....	1,366.46	1,329.56	51	
Rochester.....	3	11,838.57	2,300.00	2,940.06	72.50	6.88	2,562.80	7,827.36	4,011.21	66	Presidential Jan. 1, 1903.
Rockwood.....	3	1,244.89	1,400.00	160.00	200.00	39.36	.....	1,689.86	1,951.80	46	
Rosemont.....	3	8,590.66	1,400.00	.....	384.00	26.88	.....	1,610.88	5,446.82	46	
Royersford.....	3	10,065.60	2,100.00	2,100.00	384.00	26.88	.....	1,371.04	1,838.15	50	
St. Clair.....	3	2,794.19	1,200.00	.....	17.04	.....	.....	1,371.04	1,423.15	50	
St. Marys.....	3	9,292.21	2,000.00	1,400.00	582.20	64.46	.....	4,026.66	5,265.55	48	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—con.											
Waterford.....	3	\$4,919.36	\$1,500.00	\$233.47	\$131.37	\$5.52		\$1,636.89	\$3,282.47	33	
Watsontown.....	3	3,861.76	1,500.00		240.00	18.88		1,952.35	1,899.41	51	
Wayne.....	2	17,543.42	2,400.00	3,154.09	480.00	101.98	\$2,162.81	8,298.88	9,244.54	47	
Waynesboro.....	2	16,412.88	2,500.00	2,256.15	600.00	81.56	3,393.81	9,801.02	6,611.86	60	
Waynesburg.....	2	10,637.26	2,100.00	2,500.00	56.86	16.86	98.98	5,212.36	5,424.90	48	
Weatherly.....	3	3,196.96	1,300.00	40.00	177.00	12.80		1,529.80	1,669.16	49	
Wellburo.....	3	8,746.70	2,000.00	1,900.00	600.00	34.51		4,534.51	4,212.19	52	
Westchester.....	2	34,685.89	2,800.00	5,316.57	1,500.00	552.04	6,073.37	15,241.98	19,443.91	44	
Westfield.....	2	8,689.20	1,400.00	600.00	196.00	6.80		2,202.80	1,486.40	60	
Westgrove.....	3	11,137.47	2,400.00	1,888.60	500.00	17.78		4,316.38	6,821.09	48	
West Newton.....	3	6,896.69	1,800.00		460.00	41.60		2,301.60	3,597.09	39	
Whitehaven.....	3	5,312.68	1,400.00	400.00	166.00	26.93		1,992.93	3,319.75	38	
Wilkesbarre.....	3	83,748.08	3,200.00	15,041.04	2,078.62	1,518.22	23,986.76	45,774.64	37,973.44	55	
Williamsport.....	1	1,276.61	550.00	30.00	98.00	2.80		680.80	594.81	53	Presidential, Jan. 1, 1903.
Williamsport.....	1	98,846.92	3,200.00	13,276.00		949.62	15,453.91	32,878.53	60,967.39	35	In Government building.
Williamstown.....	2	2,350.36	1,200.00		176.80	13.92		1,390.72	959.64	59	
Wilmerding.....	3	11,449.98	2,200.00	2,400.00	470.00	68.84		5,138.84	6,311.09	45	
Windber.....	3	6,637.13	1,800.00	210.00	362.50	23.04		2,396.54	4,241.59	36	
Wrightsville.....	3	3,113.10	1,400.00		210.00	18.48		1,628.48	1,484.62	52	
Wyalusing.....	3	2,222.19	1,100.00	200.00	143.00	6.60		1,443.60	773.59	65	
Wyncote.....	3	8,748.12	1,500.00		186.00	38.84		1,724.84	2,023.28	46	
Wyoming.....	3	2,057.86	1,100.00		77.49	13.36		1,190.85	867.01	58	
York.....	1	69,587.27	3,200.00	12,283.99		845.78	16,726.27	33,006.04	36,581.28	47	Do.
Youngville.....	1	2,443.98	1,000.00		68.50	7.76		1,111.26	1,332.72	45	
Zeitenople.....	3	2,984.98	1,200.00		136.05	13.04		1,349.09	1,635.89	45	
Total.....		10,227,898.85	643,175.00	1,691,460.05	196,549.10	123,846.42	2,015,182.35	4,671,712.92	5,556,185.93	46	
PORTO RICO.											
Arecibo.....	3	3,138.63	1,800.00	172.50	150.00	2.64		1,625.14	1,513.49	52	
Mayaguez.....	3	6,852.26	1,700.00	1,530.00	300.00	11.44	2,650.28	6,191.72	640.54	91	
Ponce.....	2	12,091.62	2,200.00	3,986.54	1,200.00	351.73	3,770.85	11,459.12	632.50	95	
San Juan.....	2	36,883.70	2,700.00	15,487.88	265.99	1,710.28	4,083.46	24,227.61	12,106.09	67	
Total.....		58,896.21	7,900.00	21,126.92	1,915.99	2,076.09	10,484.59	43,503.59	14,892.62	74	
RHODE ISLAND.											
Arctic.....	3	3,080.41	1,800.00		175.00	13.92		1,488.92	1,591.49	48	
Auburn.....	3	2,885.78	1,000.00	100.00	160.00	23.24		1,288.24	1,097.54	54	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
SOUTH CAROLINA—CON.											
Marion.....	3	\$4,050.90	\$1,400.00	\$150.00	\$252.00	\$21.20	.....	\$1,823.20	\$2,227.70	45	
Newberry.....	3	7,896.24	1,800.00	800.00	279.94	41.44	.....	2,421.38	4,974.86	33	
Orangeburg.....	3	8,479.35	1,900.00	470.00	356.00	54.16	.....	2,760.16	4,699.19	33	
Palmer.....	3	8,242.83	1,300.00	.....	196.70	22.88	.....	1,522.18	1,719.75	47	
Rockhill.....	2	10,092.75	2,200.00	.....	520.00	64.64	.....	3,001.58	1,101.17	40	
Seneca.....	2	2,446.11	1,100.00	1,205.94	100.00	10.73	.....	1,350.72	1,095.39	55	
Spartanburg.....	2	22,361.01	2,500.00	4,881.53	300.00	231.16	\$5,116.74	12,579.43	9,781.58	56	
Summerville.....	3	4,071.85	1,500.00	1,100.00	271.13	27.92	.....	1,893.05	2,172.80	47	
Sumter.....	2	12,076.82	2,200.00	1,808.42	540.00	169.10	1,580.77	6,298.29	5,778.53	52	
Union.....	2	6,886.56	1,700.00	250.00	400.00	66.96	.....	2,418.96	3,968.63	38	
Waterboro.....	3	2,643.79	1,100.00	200.00	91.00	21.03	.....	1,412.03	1,231.76	53	
Winnaboro.....	3	3,663.62	1,400.00	90.00	179.97	21.52	.....	1,631.49	1,982.13	46	
Yorkville.....	3	4,290.86	1,500.00	179.96	225.00	16.48	.....	1,921.43	2,369.43	45	
Total.....		391,424.90	65,500.00	45,612.15	9,821.10	4,284.52	46,281.69	171,479.46	219,945.44	44	
SOUTH DAKOTA.											
Aberdeen.....	2	24,656.35	2,600.00	8,840.36	668.99	140.53	8,283.46	10,483.34	14,173.01	43	
Alexandria.....	3	2,921.23	1,800.00	.....	174.00	1.28	.....	1,475.28	1,445.95	51	
Arlington.....	3	2,613.59	1,100.00	.....	164.00	.....	.....	1,264.00	1,379.59	48	
Amour.....	3	4,192.63	1,600.00	566.32	259.28	2.56	.....	2,428.16	1,764.47	58	
Bellefourche.....	3	2,760.90	1,000.00	240.00	174.00	2.82	.....	1,416.32	1,344.58	52	
Beresford.....	3	4,001.13	1,500.00	.....	201.46	2.48	.....	1,733.93	2,267.20	43	
Bowdle.....	3	2,619.66	1,200.00	45.00	106.00	4.8	.....	1,411.48	1,296.18	54	
Britton.....	3	2,108.60	1,100.00	.....	164.00	.....	.....	1,276.29	832.31	61	
Brookings.....	3	3,151.39	1,800.00	60.00	180.00	2.00	.....	1,542.00	1,609.39	49	
Canon.....	2	10,152.18	2,000.00	1,500.00	550.00	23.45	.....	4,073.45	6,078.73	37	
Centerville.....	3	6,450.38	1,800.00	1,500.00	414.00	7.20	.....	2,871.20	4,079.18	37	
Chamberlain.....	3	4,089.53	1,500.00	300.00	360.00	5.64	.....	2,062.61	2,067.22	49	
Clark.....	3	4,225.70	1,500.00	120.00	166.00	2.88	.....	2,165.84	2,059.86	51	
Clearlake.....	3	3,784.13	1,500.00	40.00	196.00	1.68	.....	1,788.68	2,005.26	47	
Custer.....	3	2,906.67	1,200.00	.....	196.00	.....	.....	1,340.68	1,559.19	54	
Deadwood.....	2	15,946.23	2,400.00	8,211.36	720.00	86.82	2,174.87	8,594.05	7,352.18	54	
Deal Rapids.....	2	8,848.89	1,600.00	.....	290.00	8.76	.....	1,893.76	2,454.63	44	
Deamets.....	3	3,461.96	1,400.00	80.00	194.00	2.16	.....	1,628.16	1,833.80	47	
Edgemont.....	3	2,170.42	1,000.00	.....	174.00	2.48	.....	1,017.17	1,153.25	47	
Elk Point.....	3	4,065.29	1,500.00	124.86	287.99	4.82	.....	1,817.17	2,248.12	54	
Elkton.....	3	2,410.69	1,100.00	40.00	166.00	1.92	.....	1,299.92	1,110.77	54	
Eureka.....	3	3,262.42	1,200.00	600.00	223.00	1.76	.....	2,024.76	1,237.66	62	

Presidential, Jan. 1, 1903.

In Government building.

In Government building.

Do.

Do.

8	8	2,886.06	1,300.00	190.00	316.00	2.56	1,688.56	1,197.50	50
4	1,600.00	5,587.25	8.41	190.00	190.00	6.88	1,981.37	2,635.91	49
2	1,300.00	2,976.27	240.00	240.00	210.00	3.68	1,633.68	1,633.68	56
2	1,300.00	2,976.27	100.00	100.00	169.50	2.08	1,371.58	1,371.58	59
3	1,100.00	4,240.77	270.00	228.00	228.00	1.44	1,897.44	2,348.27	45
3	1,600.00	4,874.87	186.82	248.00	248.00	11.28	2,035.10	2,318.77	47
3	1,300.00	8,050.94	157.38	157.38	11.92	1.92	1,859.25	1,859.25	46
2	2,300.00	18,745.87	792.00	140.00	82.32	2,562.18	9,086.50	1,691.69	66
2	1,300.00	2,627.42	140.00	140.00	2.24	1,765.43	1,765.43	1,765.43	66
3	1,100.00	2,141.67	100.00	100.00	2.24	1,876.24	1,876.24	1,876.24	61
3	1,100.00	2,605.71	70.00	174.00	1.60	8,159.47	8,159.47	1,290.11	52
3	12,585.69	12,585.69	2,942.80	600.00	130.60	2,186.07	2,328.48	4,238.22	65
2	8,081.24	8,081.24	100.00	298.00	8.48	2,308.48	2,308.48	6,734.76	29
2	6,610.27	6,610.27	300.00	294.00	6.96	2,240.96	8,896.31	8,896.31	59
2	8,518.96	8,518.96	300.00	296.00	2.24	2,088.24	1,430.72	1,430.72	59
2	12,867.74	12,867.74	400.00	296.00	38.68	2,643.17	8,086.66	4,781.06	53
2	998.31	998.31	2,653.43	453.13	2.24	586.30	352.01	586.30	62
3	4,403.06	4,403.06	100.00	82.15	4.15	2,938.52	2,854.54	2,854.54	46
3	2,617.43	2,617.43	80.00	385.00	3.52	1,341.12	1,341.12	1,341.12	51
2	10,439.09	10,439.09	2,100.00	612.79	31.25	4,644.04	5,795.05	5,795.05	44
2	2,966.64	2,966.64	70.00	291.79	3.12	1,664.91	1,301.73	1,301.73	56
3	8,019.87	8,019.87	1,800.00	196.00	8.32	1,446.32	1,573.55	1,573.55	48
3	6,579.38	6,579.38	1,700.00	196.00	3.82	2,350.71	3,298.47	3,298.47	35
3	6,511.67	6,511.67	1,700.00	340.00	8.48	2,933.48	4,208.19	4,208.19	35
3	2,841.18	2,841.18	1,200.00	255.00	8.48	1,496.02	1,451.68	1,451.68	53
3	8,206.47	8,206.47	1,400.00	192.66	3.36	1,754.79	1,461.68	1,461.68	55
3	48,533.35	48,533.35	3,000.00	231.99	704.15	9,251.91	23,980.43	25,562.92	47
3	4,757.30	4,757.30	1,600.00	190.00	...	1,890.00	2,867.30	2,867.30	47
3	8,538.05	8,538.05	1,400.00	176.00	3.50	1,679.60	1,858.45	1,858.45	47
3	8,174.27	8,174.27	1,300.00	80.00	3.36	1,615.36	1,558.91	1,558.91	47
3	3,221.69	3,221.69	1,400.00	292.00	8.84	1,992.09	1,292.60	1,292.60	62
3	7,088.44	7,088.44	1,800.00	400.00	10.88	2,516.88	2,962.98	2,962.98	36
2	12,955.91	12,955.91	2,300.00	250.00	8.84	1,992.09	4,571.56	4,571.56	36
2	5,218.45	5,218.45	1,600.00	3,620.87	42.21	2,160.90	2,853.98	2,853.98	68
3	8,600.68	8,600.68	1,400.00	320.00	5.84	2,284.50	2,853.98	2,853.98	44
2	11,679.39	11,679.39	2,200.00	250.00	4.96	1,850.96	1,749.72	1,749.72	51
2	354,043.38	354,043.38	89,900.00	600.00	36.20	2,798.78	9,835.98	2,943.41	80
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3	Athens.....	1,500.00	849.93	199.06	16.72	2,065.70	2,080.19	50
2	2,298.65	1,100.00	145.45	4.08	1,249.53	979.12	56
2	2,463.59	1,100.00	100.00	7.28	.....	1,326.44	1,137.15	54
3	26,371.76	2,600.00	5,811.03	269.87	5,989.99	14,570.89	11,900.87	55
2	3,657.09	1,600.00	300.00	17.04	.....	2,145.04	2,432.05	46
1	173,638.08	3,400.00	19,164.25	21,624.18	.....	10,578.72	126,261.36	Do.
2	16,880.94	2,400.00	390.80	29.80	.....	2,466.67	2,531.07	Do.
3	14,565.08	1,800.00	350.00	29.12	.....	11,446.87	8,110.95	35
2	14,565.08	2,400.00	3,966.18	446.08	8,521.87	11,454.13	8,110.95	36
3	5,597.13	1,600.00	156.00	16.48	.....	2,122.48	3,474.65	38
3	8,293.27	1,400.00	300.00	20.96	.....	1,835.79	1,408.43	39
In Government building.								

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
TENNESSEE—Cont'd.											
Dyersburg.....	3	\$3,938.99	\$1,400.00	\$500.00	\$186.00	\$9.92	.....	\$2,195.92	\$1,743.07	55	
Elizabethon.....	3	6,280.16	1,700.00	380.00	260.00	28.40	.....	2,388.40	3,941.76	37	
Fayetteville.....	3	3,462.51	1,200.00	700.00	186.70	6.72	.....	2,102.42	1,360.09	61	
Franklin.....	3	6,085.56	1,600.00	460.00	306.91	12.88	.....	2,378.79	2,706.76	47	
Gallatin.....	3	6,216.47	1,700.00	600.00	244.00	20.16	.....	2,564.16	3,652.31	41	
Greenville.....	2	5,391.72	1,700.00	338.48	354.00	29.92	.....	2,442.35	2,949.37	45	
Greenville.....	2	11,018.98	2,200.00	3,000.00	560.00	127.82	\$2,188.11	8,070.88	2,989.12	73	
Henderson.....	2	2,416.06	1,100.00	40.00	126.00	8.92	.....	1,269.92	1,179.05	52	
Henderson.....	2	10,833.28	2,000.00	1,064.56	296.51	34.85	.....	3,396.92	7,437.36	31	
Humboldt.....	3	2,503.26	1,100.00	1,850.00	266.51	6.20	.....	1,615.20	888.06	65	
Huntington.....	3	5,134.66	1,500.00	190.00	360.00	15.44	.....	2,055.44	8,079.22	25	
Jackson.....	2	2,868.43	1,300.00	200.00	219.00	6.72	.....	1,725.72	1,142.71	60	
Jefferson City.....	2	20,070.49	2,600.00	3,749.21	.....	182.60	6,485.85	12,017.66	8,052.83	44	In Government building.
Jellico.....	3	8,791.04	1,300.00	220.00	124.45	7.20	.....	1,651.65	2,139.39	38	
Johnson City.....	3	6,637.64	1,500.00	390.00	226.00	28.40	.....	2,144.40	8,513.24	45	
Johnson City.....	2	11,067.07	2,000.00	2,100.00	840.00	61.65	.....	5,001.65	6,065.42	45	
Knoxville.....	3	1,600.00	1,600.00	1,100.00	360.00	11.76	.....	2,971.76	897.78	77	
Knoxville.....	1	106,861.96	3,300.00	19,746.38	.....	1,516.35	20,093.65	44,656.36	61,205.59	42	Do.
LaFollette.....	3	2,141.96	600.00	150.00	90.00	12.40	.....	852.40	1,289.56	40	Presidential, Jan. 1, 1903.
Lawrenceburg.....	3	2,683.19	1,100.00	80.00	119.00	4.40	.....	1,308.40	1,379.79	49	
Lebanon.....	3	7,842.13	1,800.00	200.00	600.00	25.20	.....	3,025.20	4,816.93	41	
Lewisburg.....	3	8,800.48	1,300.00	250.00	164.90	6.12	.....	1,720.02	2,060.46	45	
Lexington.....	3	1,671.25	825.00	300.00	112.50	2.16	.....	1,239.66	451.59	74	
McKendree.....	3	2,945.18	1,100.00	118.67	177.15	4.88	.....	1,398.70	1,546.48	47	
McMinnville.....	3	4,173.40	1,600.00	500.00	190.00	13.60	.....	2,308.60	1,869.80	55	
Martin.....	3	4,690.72	1,500.00	380.00	366.00	14.56	.....	2,240.56	2,390.16	48	
Maryville.....	3	8,066.62	1,300.00	400.00	366.00	10.66	.....	1,833.46	1,153.16	63	
Memphis.....	1	819,283.24	3,700.00	43,780.14	222.90	8,018.83	52,053.66	102,602.63	216,760.61	82	In Government building.
Milan.....	3	2,593.74	1,300.00	70.00	181.56	6.68	.....	1,567.23	1,086.51	60	
Morristown.....	3	8,294.87	1,900.00	800.00	319.83	36.96	.....	3,066.89	6,177.98	37	
Mount Pleasant.....	3	8,574.74	1,400.00	600.00	345.00	16.80	.....	2,361.80	1,212.94	66	
Murfreesboro.....	3	9,105.47	1,900.00	600.00	255.00	35.92	.....	2,790.92	6,314.55	31	
Nashville.....	1	286,440.06	3,700.00	53,649.66	1,446.80	8,106.15	56,871.75	117,573.46	180,866.60	39	Do.
Newbern.....	3	2,761.72	1,200.00	70.00	189.80	11.80	.....	1,471.10	1,290.62	53	
Newport.....	3	8,246.07	1,800.00	620.00	217.60	9.52	.....	2,147.02	1,099.05	66	
Paris.....	3	6,790.95	1,700.00	280.00	248.00	16.24	.....	2,226.24	8,504.71	39	
Pulaski.....	3	6,414.83	1,700.00	699.98	274.40	29.68	.....	2,704.06	8,710.77	42	
Ripley.....	3	8,428.66	1,400.00	180.00	196.00	6.72	.....	1,781.72	1,646.94	55	
Rogersville.....	3	8,391.28	1,400.00	800.00	175.00	17.84	.....	1,892.84	1,498.44	55	
Rogersville.....	3	8,003.71	1,300.00	700.00	190.85	10.40	.....	2,200.75	1,802.96	72	
Sewanee.....	3	8,805.97	1,500.00	.....	144.00	18.48	.....	1,062.48	2,143.49	44	

Shelbyville.....	4,927.90	1,600.00	500.00	364.50	21.28	.....	2,486.78	2,442.12	50
Somerville.....	2,090.38	1,000.00	110.00	140.80	4.56	.....	1,265.68	884.70	60
South Pittsburg.....	3,046.84	1,200.00	240.00	204.00	12.86	.....	1,456.98	1,589.96	61
Sparks.....	1,876.17	825.00	247.50	62.40	2.82	.....	1,137.22	1,788.96	66
Springfield.....	3,848.49	1,400.00	570.00	188.84	9.64	.....	2,168.18	1,675.81	56
Sweetwater.....	3,449.85	1,400.00	120.00	188.94	6.16	.....	1,706.66	1,743.19	49
Trenton.....	4,781.31	1,600.00	400.00	230.58	15.69	.....	2,306.22	2,476.09	48
Tullahoma.....	6,151.98	1,600.00	200.00	224.85	20.40	.....	2,044.75	3,107.18	40
Union City.....	8,389.47	1,900.00	600.00	418.60	36.24	.....	2,996.24	6,873.23	36
Waverly.....	2,264.86	1,000.00	300.00	118.65	4.96	.....	1,423.61	841.25	68
Winchester.....	7,146.84	1,800.00	70.00	287.70	18.14	.....	2,176.84	4,971.00	80
Total.....	1,228,154.46	108,350.00	177,918.80	16,848.56	11,514.36	171,601.89	480,628.61	747,525.85	39
TEXAS.									
Arlene.....	12,178.21	2,200.00	1,908.15	.....	24.32	98.98	4,231.45	7,941.76	35
Albany.....	2,734.53	1,300.00	70.00	174.00	2.08	.....	1,402.85	1,331.68	57
Alco.....	2,280.08	1,000.00	100.00	80.00	.....	.....	1,274.00	1,965.08	56
Alvado.....	8,105.51	1,800.00	200.00	214.05	5.36	.....	1,701.26	1,404.25	52
Alvin.....	8,877.48	1,800.00	200.00	262.08	6.20	.....	1,719.26	7,463.23	56
Amarillo.....	10,911.94	2,000.00	1,100.56	262.08	95.81	.....	1,448.44	1,058.37	42
Anson.....	2,581.64	1,000.00	250.00	172.00	1.28	.....	1,523.28	1,828.77	56
Arlington.....	8,312.97	1,500.00	280.00	205.00	11.20	.....	1,494.20	2,527.55	44
Athens.....	4,523.55	1,500.00	200.00	205.00	6.80	.....	1,996.30	1,822.82	54
Atlanta.....	8,057.87	1,300.00	200.00	300.00	6.16	.....	1,715.65	35,581.98	46
Austin.....	65,292.10	3,200.00	13,219.38	300.00	685.76	12,354.97	29,710.12	1,257.08	59
Baird.....	2,997.78	1,400.00	200.00	156.80	4.40	.....	1,780.70	1,908.00	56
Ballinger.....	4,841.84	1,600.00	550.00	280.00	3.84	.....	2,433.84	1,636.84	47
Barlett.....	8,088.66	1,300.00	40.00	108.70	8.12	.....	1,451.82	1,248.90	60
Beckton.....	8,142.26	1,400.00	160.00	222.80	10.56	.....	1,893.36	2,514.47	33
Bay City.....	8,770.77	1,975.00	120.00	146.50	14.80	.....	1,256.30	39,752.46	42
Beaumont.....	62,667.33	3,100.00	13,091.64	.....	717.01	6,006.20	22,914.87	2,999.57	62
Beville.....	5,149.98	1,700.00	180.00	251.85	8.56	.....	1,457.14	955.76	60
Belton.....	2,392.98	1,100.00	200.00	183.30	3.84	.....	1,373.69	3,380.30	57
Bellville.....	8,734.26	2,000.00	8,115.48	180.00	96.41	.....	1,789.12	3,012.06	37
Bellingham.....	4,801.18	1,600.00	100.00	84.00	5.12	.....	8,856.13	3,466.67	66
Bonham.....	10,822.80	2,100.00	2,800.00	230.50	161.92	1,664.21	2,344.74	4,466.53	54
Bowie.....	6,811.25	1,800.00	300.00	230.50	14.24	.....	744.72	1,555.33	57
Brenham.....	1,300.05	650.00	40.00	62.00	2.72	.....	4,957.66	4,788.69	61
Brownsville.....	9,781.25	2,100.00	2,458.38	380.00	49.20	.....	1,735.44	4,427.06	28
Brownwood.....	6,182.50	1,600.00	2,700.00	468.00	5.44	.....	1,735.44	6,196.48	48
Bryan.....	11,990.61	2,300.00	2,300.00	231.40	67.65	.....	8,689.05	1,081.94	53
Burnett.....	8,575.65	2,000.00	1,400.00	114.95	4.01	.....	1,218.98	1,378.26	54
Calderwell.....	2,800.90	1,000.00	80.00	106.50	8.96	.....	2,076.12	2,644.48	44
Calvert.....	4,293.74	1,300.00	271.40	88.00	24.72	.....	2,490.96	3,727.98	40
Cameron.....	6,296.89	1,800.00	600.00	60.00	20.96	.....	1,352.63	741.28	56
Canby.....	1,246.02	1,550.00	114.15	88.00	1.52	.....	1,189.64	1,388.77	61
Canyon.....	1,923.85	825.00	245.00	111.75	8.88	.....	1,352.63	1,388.77	56
Carthage.....	2,506.41	1,100.00	160.00	107.00	2.64	.....	1,352.63	1,388.77	56
Celeste.....	1,071.95	1,500.00	70.00	55.75	1.12	.....	381.04	218.28	64
Center.....	1,594.27	275.00	64.98	40.50	1.56	.....	381.04	218.28	64

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TEXAS—continued.											
Childress.....	3	\$5,611.01	\$1,400.00	\$500.00	\$238.75	\$12.16	.....	\$2,150.91	\$3,460.10	38	
Cisco.....	3	4,502.12	1,600.00	250.00	225.00	8.48	.....	2,083.46	2,418.64	46	
Clarendon.....	3	4,204.18	1,600.00	50.00	167.80	8.82	.....	1,816.12	2,388.06	43	
Clarksville.....	3	6,967.95	1,900.00	400.00	812.50	14.98	.....	3,627.98	4,860.97	38	
Cleburne.....	2	14,202.74	2,400.00	2,960.00	800.00	116.98	\$3,177.80	8,944.78	5,257.96	63	
Clifton.....	3	2,739.88	1,800.00	200.00	129.42	2.48	.....	1,631.90	1,107.98	59	
Coleman.....	3	2,898.39	1,600.00	150.00	88.00	4.48	.....	1,688.48	1,209.91	43	
Colorado.....	3	6,168.73	1,700.00	450.00	286.00	8.72	.....	2,453.72	2,715.01	47	
Columbus.....	3	2,942.74	1,400.00	60.00	284.00	22.64	.....	1,776.64	1,166.10	60	
Comanche.....	3	4,629.24	1,600.00	160.00	277.00	7.36	.....	2,084.36	2,544.88	41	
Comanche.....	3	8,727.45	1,400.00	39.81	188.40	10.48	.....	1,276.68	1,450.88	44	
Cooper.....	3	2,727.16	1,100.00	40.00	129.36	7.28	.....	1,721.72	1,005.44	58	
Corpus Christi.....	3	2,279.29	1,400.00	200.00	117.00	4.72	.....	2,289.44	4,286.06	34	
Corpus Christi.....	3	6,525.49	2,600.00	5,388.98	226.00	13.44	4,867.25	13,469.79	6,567.19	67	
Crockett.....	2	20,063.98	2,600.00	1,000.00	1.00	644.06	.....	2,046.84	2,800.66	62	
Crockett.....	3	4,946.90	1,600.00	196.99	282.76	18.60	.....	2,271.39	6,820.51	30	
Cuero.....	3	7,691.90	1,800.00	200.00	282.80	39.09	.....	412.46	826.78	33	
Dallam.....	3	270,790.63	3,600.00	89,138.80	300.00	3.20	\$3,367.89	77,721.96	193,068.67	29	Presidential, Apr. 1, 1903. In Government building.
Dallas.....	1	4,296.68	1,600.00	180.00	198.80	6.44	.....	1,944.80	2,351.88	46	
Declar.....	3	3,902.28	1,500.00	.....	250.00	.....	.....	1,767.44	2,134.84	45	
Denton.....	2	25,227.92	2,500.00	6,017.13	766.00	527.48	6,517.86	16,427.12	9,810.80	63	
Denton.....	2	11,568.98	2,300.00	2,200.00	200.00	26.40	.....	4,726.40	6,842.58	41	
Detroit.....	3	5,787.94	1,600.00	112.60	114.00	2.90	.....	2,546.57	3,241.37	64	
Dublin.....	3	6,767.79	1,800.00	499.64	231.66	15.28	.....	1,688.91	8,156.70	44	
Eagle Lake.....	3	8,781.76	1,800.00	79.99	193.00	16.02	.....	2,265.26	2,586.50	42	
Eagle Pass.....	3	3,367.43	1,500.00	480.00	269.90	6.76	.....	1,293.23	1,684.20	57	
Edna.....	3	2,224.42	1,100.00	88.38	107.60	2.46	.....	1,467.82	2,186.19	55	
El Campo.....	3	3,674.57	1,500.00	180.00	172.25	4.96	.....	1,529.82	2,154.75	41	
El Paso.....	2	48,864.64	2,900.00	9,871.26	293.20	407.28	6,448.00	19,727.09	29,137.55	46	In Government building.
El Paso.....	2	10,232.90	2,100.00	1,500.00	281.25	111.23	.....	4,374.48	5,858.42	46	
Ennis.....	3	1,600.00	1,600.00	180.00	281.25	6.24	.....	1,547.76	8,168.41	57	
Euless.....	3	2,676.80	1,600.00	.....	121.39	.....	.....	1,546.48	1,122.32	57	
Farmersville.....	3	2,904.80	1,600.00	120.00	121.39	7.64	.....	1,467.84	1,436.96	47	
Floresville.....	3	2,904.80	1,600.00	180.00	188.40	6.64	.....	1,467.84	1,529.76	57	
Fort Worth.....	3	96,547.51	3,400.00	14,890.94	42.00	1,196.24	15,205.23	34,082.80	65,564.71	34	
Fredericksburg.....	3	8,869.86	1,400.00	8,262.00	600.00	499.10	3,664.63	10,437.76	5,908.59	62	
Gainesville.....	2	15,728.01	2,400.00	8,262.00	.....	.....	18,786.89	41,061.89	55,678.20	66	
Galveston.....	1	95,728.59	3,400.00	17,794.21	.....	1,071.29	.....	.....	.....	42	Do.

Gataville.....	4,001.01	1,600.00	800.00	288.66	6.50	2,200.16	1,790.85
Georgetown.....	2,742.41	1,900.00	400.00	153.75	14.23	2,747.99	4,044.82
Gilbings.....	2,742.41	1,900.00	400.00	153.75	14.23	2,747.99	1,522.84
Gilbert.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Golda wale.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Golda.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Gonales.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Graham.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Grand Blaine.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Grandview.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Greenbank.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Groveton.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hallsville.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hamilton.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hearne.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hempstead.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Henderson.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hendricks.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Henrietta.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hewford.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hico.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hillside.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Honeygrove.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hunterville.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Hubbard.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Italy.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Isaac.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Jacksonville.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Jefferson.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Kaufman.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Kerrville.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Ladonia.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Lagrange.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Lampasas.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Lancaster.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Laporte.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Laredo.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Leonard.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Liano.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Lockhart.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Longview.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Lufkin.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Luling.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
McGregor.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
McKinney.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Manor.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Mansfield.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Marlin.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81
Marshall.....	2,860.94	1,900.00	400.00	153.75	7.81	1,697.81	1,697.81

Presidential, Apr. 1, 1908.	Presidential, Jan. 1, 1908.	In Government building.	Do.
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VERMONT.											
Barre.....	2	\$19,897.32	\$2,500.00	\$3,686.95	\$1,000.00	\$110.64	\$4,415.88	\$11,718.32	\$3,184.00	59	In Government building. Presidential, Jan. 1, 1903.
Barton.....	3	4,202.91	1,500.00	80.00	189.75	7.76	.....	1,777.51	2,425.40	42
Bellevue Falls.....	3	24,976.32	2,600.00	8,569.51	700.00	191.01	4,148.15	11,298.07	13,787.25	45	
Bennington.....	2	13,340.63	2,300.00	2,769.64	840.00	200.99	8,907.20	10,077.83	3,262.80	76	
Bethel.....	3	3,182.55	1,400.00	300.00	180.00	11.04	.....	1,831.04	1,271.51	59
Bradford.....	3	3,453.96	1,500.00	200.00	331.00	7.84	.....	2,088.84	1,415.12	59
Brandon.....	3	5,239.16	1,600.00	250.00	208.00	16.82	.....	2,074.32	3,224.84	39
Braintreeboro.....	2	24,668.12	2,600.00	5,102.32	875.00	376.97	6,632.37	14,566.65	10,061.46	52	
Bristol.....	3	3,960.77	1,500.00	250.00	302.51	6.00	.....	2,058.51	1,902.26	52
Burlington.....	1	75,713.37	3,200.00	15,950.00	725.00	661.29	14,378.70	35,409.98	40,303.38	47	
Castleton.....	1	1,896.26	500.00	40.00	37.50	1.68	1,427.82	817.06	41	In Government building. Presidential, Jan. 1, 1903.
Chester.....	3	2,723.51	1,200.00	50.00	169.98	7.84	.....	1,827.32	1,296.09	52
Derbyline.....	3	2,672.95	1,100.00	70.00	155.00	2.32	.....	1,827.32	1,275.63	51
Essex Junction.....	3	3,777.39	1,400.00	180.00	183.00	4.48	.....	1,672.48	2,104.91	44
Fairhaven.....	3	2,719.05	1,300.00	120.00	190.00	8.72	.....	1,618.72	1,100.34	60
Fairbank.....	3	6,843.45	1,700.00	90.00	448.00	20.24	.....	2,258.24	4,585.21	33
Hardwick.....	3	5,132.99	1,600.00	190.00	280.00	8.95	.....	2,068.95	3,074.04	40
Hydepark.....	3	4,924.64	1,700.00	100.00	160.00	2.56	.....	1,962.56	2,972.08	40
Island Pond.....	3	3,200.16	1,400.00	890.00	198.00	21.57	.....	2,479.57	720.59	77
Johnson.....	3	2,145.75	1,000.00	.....	118.00	2.24	.....	1,120.24	1,025.51	52
Ludlow.....	3	4,486.76	1,600.00	280.00	14.95	1,914.95	2,571.80	43	In Government building.
Lyndonville.....	2	8,097.45	2,000.00	1,250.00	619.25	20.09	.....	3,789.34	4,308.11	47
Middlebury.....	3	5,058.11	1,900.00	400.00	845.00	20.64	.....	2,665.64	2,392.47	33
Monpelier.....	2	25,214.16	2,800.00	4,800.00	.....	224.75	4,710.56	12,835.31	12,378.85	49
Morrisville.....	3	7,397.48	1,800.00	380.00	262.76	9.68	.....	2,262.44	5,135.04	37
Newport.....	3	8,416.10	1,400.00	800.00	460.00	15.28	.....	2,705.28	4,697.20	37
North Bennington.....	3	5,811.33	1,800.00	.....	106.15	11.84	.....	1,067.99	1,848.11	46
Northfield.....	3	6,806.75	1,600.00	880.79	21.68	21.68	.....	2,202.47	3,608.86	38
Poultney.....	3	4,806.75	1,600.00	200.00	232.00	9.44	.....	2,081.44	2,745.31	43
Putney.....	3	6,397.75	1,700.00	.....	200.00	8.24	.....	1,908.24	3,449.51	36
Putney.....	3	2,268.77	1,200.00	122.00	6.36	1,827.36	941.41	59	Do. Do.
Randolph.....	3	6,896.80	1,700.00	300.00	437.17	12.88	.....	2,450.05	3,436.75	42
Richford.....	3	3,700.19	1,400.00	200.00	148.00	9.04	.....	1,737.04	1,943.15	47
Rutland.....	2	42,890.82	2,900.00	7,683.00	400.00	428.14	8,669.69	19,890.83	22,499.99	47	
St. Albans.....	2	23,867.14	2,600.00	4,600.00	78.48	78.48	4,877.92	11,556.40	12,310.74	62	
St. Johnsbury.....	2	18,752.41	2,600.00	3,374.96	600.00	99.64	4,736.11	11,660.61	7,191.80	64	
Swanton.....	3	2,238.44	1,200.00	130.00	186.00	8.32	.....	1,464.32	829.12	64
South Royalton.....	3	2,237.87	1,100.00	190.00	6.04	6.04	.....	1,285.04	942.83	56
Springfield.....	3	7,738.37	1,900.00	100.00	300.00	20.24	.....	2,220.24	5,508.08	29
Swanton.....	3	5,063.19	1,700.00	150.00	294.00	8.08	.....	2,162.08	2,895.11	43
Vergennes.....	3	6,069.81	1,700.00	140.00	310.00	8.64	.....	2,188.64	2,971.17	43
Waterbury.....	3	5,029.30	1,600.00	40.00	890.00	9.92	.....	2,009.92	3,019.38	40

	In Government building	Do.	Do.	Presidential, Jan. 1, 1907	In Government building	Presidential, Apr. 1, 1907	In Government building	Do.	Do.
West Rutland	2,772.72	1,200.00	.....	180.00	10.72	.....	1,840.72	1,482.00	48
Wilmington Junction	9,690.94	2,000.00	.....	525.00	27.80	.....	4,692.80	5,088.14	48
Wilmington	4,138.72	1,500.00	60.00	154.00	6.76	.....	1,749.76	2,888.96	42
Winchester	6,588.04	1,700.00	.....	806.00	23.28	.....	1,973.28	4,114.76	32
Woodstock	6,553.16	1,700.00	283.25	.....	19.60	.....	2,808.85	4,244.31	35
Total	447,735.83	81,400.00	60,860.03	14,513.86	2,867.81	55,471.53	214,613.28	233,122.60	48
VIRGINIA.									
Abingdon	4,982.21	1,600.00	.....	500.00	23.04	.....	2,123.04	2,859.17	43
Alexandria	21,661.65	2,700.00	4,563.01	.....	479.20	.....	13,616.00	8,045.65	63
Anthland	5,063.61	1,000.00	.....	245.00	22.08	.....	2,097.08	3,026.53	41
Bedford City	11,798.35	2,200.00	2,761.14	600.00	87.86	.....	7,197.66	4,000.69	61
Berkley	6,353.28	1,600.00	40.00	862.00	63.84	1,548.66	2,065.84	4,287.44	33
Berryville	3,080.46	1,400.00	800.00	900.00	16.40	.....	2,016.40	1,014.06	67
Bigstone Gap	3,869.32	1,400.00	80.00	263.86	16.16	.....	1,756.52	2,139.80	46
Blacksburg	3,608.87	1,400.00	140.00	138.00	11.68	.....	1,689.68	1,919.19	47
Blackstone	4,623.99	1,600.00	300.00	171.25	14.80	.....	1,986.05	2,642.94	43
Boydton	2,524.95	1,000.00	70.00	102.00	12.64	.....	1,284.64	1,240.31	51
Boyden	3,641.39	1,400.00	.....	223.00	16.58	.....	1,639.58	2,001.51	45
Cape Charles	3,559.16	1,200.00	580.00	130.48	33.52	.....	1,918.50	1,650.96	64
Charlottesville	28,538.75	2,600.00	4,700.00	1,357.15	83.61	7,163.79	16,575.40	7,583.15	63
Chesapeake	3,327.45	1,000.00	100.00	150.00	11.94	.....	2,273.74	2,527.84	41
Chatham	3,435.85	1,000.00	700.00	18.00	12.14	.....	2,293.44	1,124.11	62
Christiansburg	3,996.51	1,500.00	20.00	47.02	6.36	.....	2,492.88	2,872.13	42
Cliftonville	7,343.51	1,800.00	1,140.00	394.16	50.00	.....	3,374.16	8,970.35	63
Gilbert Forge	6,427.59	1,700.00	500.00	300.00	36.68	.....	2,831.68	3,595.91	39
Ovington	2,414.72	1,000.00	40.00	195.66	10.40	.....	1,846.06	1,084.62	54
Crofton	5,102.96	1,600.00	400.00	217.28	34.88	.....	2,262.17	2,850.81	44
Danville	31,938.98	2,700.00	5,900.00	.....	517.41	6,086.51	15,153.92	16,785.06	47
East Radford	2,671.81	1,200.00	.....	117.00	17.44	.....	1,634.44	1,087.87	61
Emporia	5,541.14	1,250.00	72.50	43.50	2.40	.....	3,968.40	1,173.74	37
Farmville	6,492.53	1,700.00	500.00	240.48	42.88	.....	2,483.36	4,009.22	38
Fortress Monroe	8,902.39	1,900.00	.....	.....	77.12	.....	4,077.12	4,826.27	46
Franklin	4,384.64	1,500.00	200.00	224.00	17.60	.....	1,941.60	2,422.94	44
Fredericksburg	11,623.96	2,200.00	3,420.81	700.00	172.03	2,624.13	9,116.97	2,505.99	78
Front Royal	4,850.09	1,600.00	280.00	251.86	17.92	.....	2,099.81	2,250.28	48
Glenallen	2,882.88	1,200.00	40.00	60.00	2.72	.....	1,302.72	1,530.16	46
Gordonsville	2,548.29	1,200.00	188.96	188.96	18.50	.....	1,497.46	1,051.83	59
Graham	3,452.35	1,200.00	.....	76.50	12.24	.....	1,298.74	2,183.61	37
Hampton	10,043.82	2,200.00	4,300.00	699.78	237.07	2,118.53	9,755.38	4,288.44	69
Hot Springs	6,083.58	1,600.00	2,400.00	240.00	58.76	.....	4,553.76	6,084.35	43
Lawrenceville	3,117.31	1,200.00	80.00	133.61	14.88	.....	2,126.88	3,966.70	35
Leesburg	5,776.34	1,700.00	800.00	270.00	35.48	.....	1,428.49	1,988.82	46
Lexington	8,907.85	2,000.00	1,800.00	578.20	75.58	.....	3,306.48	3,469.86	40
Luray	4,070.70	1,500.00	300.00	254.00	14.32	.....	4,453.78	4,454.07	50
Lynchburg	74,616.57	3,200.00	14,300.55	189.00	704.28	10,744.50	28,948.32	2,002.38	51
Manassas	3,442.25	1,400.00	.....	189.00	19.92	.....	2,948.93	46,687.24	39
Manchester	11,748.01	2,300.00	3,282.70	500.00	138.54	3,425.86	1,748.92	1,693.33	51
								2,150.91	82

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
VIRGINIA—continued.											
Marion	3	\$3,847.30	\$1,500.00	\$320.00	\$300.00	\$11.76	.....	\$2,131.76	\$1,715.54	55	In Government building.
Martinsville	3	6,893.60	1,800.00	500.00	228.00	27.60	.....	2,555.60	4,338.00	37	
National Soldiers' Home.	3	2,114.29	1,100.00	346.58	.....	13.12	.....	1,459.70	854.59	69	
Newport News	2	32,821.93	2,800.00	9,810.88	1,100.00	897.59	\$3,708.38	23,316.85	9,505.08	71	
Norfolk	1	149,777.77	3,400.00	28,979.98	.....	2,371.64	28,443.10	63,194.72	86,583.05	42	Do.
Norton	1	1,077.36	300.00	100.00	28.50	3.52	.....	432.02	645.34	40	Presidential, Apr. 1, 1903.
Onancock	3	3,259.82	1,300.00	120.00	76.00	6.80	.....	1,502.80	1,757.02	46	
Orange	3	3,568.36	1,400.00	320.00	179.00	22.00	.....	1,921.00	1,647.36	54	
Petersburg	2	35,880.06	2,800.00	5,150.63	.....	587.68	7,308.40	15,766.71	20,113.35	44	In Government building.
Phoebe	2	2,756.79	1,200.00	600.00	195.00	31.04	.....	2,028.04	780.75	73	
Pocahontas	3	4,278.53	1,500.00	.....	275.00	28.20	.....	1,798.20	2,480.33	42	
Portsmouth	2	32,492.94	2,700.00	6,226.64	950.00	686.32	8,692.91	19,215.87	18,666.47	58	
Pulaski City	3	5,518.47	1,600.00	200.00	310.00	10.40	.....	2,120.40	3,398.07	38	
Radford	3	4,372.02	1,200.00	.....	120.00	12.80	.....	1,332.80	3,039.22	80	
Richmond	1	348,337.29	8,700.00	57,886.49	1,490.00	4,519.02	58,846.48	125,190.94	223,146.35	36	Do.
Roanoke	1	49,615.20	3,000.00	7,249.18	.....	519.16	8,438.07	19,203.41	30,408.79	39	Do.
Salem	3	7,006.55	1,800.00	90.00	360.00	25.04	.....	1,515.44	4,790.61	22	
Shenandoah	3	2,917.76	1,300.00	30.00	180.00	6.44	.....	1,007.75	1,852.04	52	
Smithfield	3	8,859.79	1,400.00	400.00	197.51	10.24	.....	2,077.68	4,630.46	35	
South Boston	3	7,110.14	1,800.00	350.00	294.00	35.68	.....	2,479.68	10,296.51	56	Do.
Staunton	2	23,891.93	2,600.00	4,771.58	.....	228.84	5,494.70	13,095.12	10,796.81	45	
Suffolk	2	12,063.53	2,800.00	2,516.48	453.35	185.76	.....	6,485.59	6,597.94	45	
Tazewell	3	4,735.13	1,400.00	200.00	143.46	11.20	.....	1,754.66	2,980.47	37	
Warrenton	3	5,730.77	1,600.00	450.00	390.00	60.88	.....	2,460.88	3,269.89	43	
Waynesboro	3	4,327.81	1,500.00	150.00	325.00	18.64	.....	1,993.64	2,334.17	46	
Westpoint	3	2,479.04	1,100.00	300.00	194.00	9.92	.....	1,005.92	873.12	65	
Williamsburg	3	3,828.96	1,400.00	60.00	180.62	13.92	.....	1,054.54	2,774.42	43	
Winchester	2	16,565.21	2,300.00	8,125.27	700.00	111.04	3,296.89	9,892.70	7,062.61	57	
Woodstock	3	8,151.83	1,400.00	150.00	137.80	9.62	.....	1,717.32	1,434.01	54	
Wytheville	3	5,499.43	1,700.00	500.00	352.96	35.92	.....	2,068.90	2,910.08	47	
Total .....	.....	1,144,154.12	123,500.00	187,864.42	19,470.52	14,297.96	168,824.12	513,457.02	630,697.10	45	
WASHINGTON.											
Aberdeen	2	10,896.96	2,200.00	2,486.41	490.00	217.78	1,613.20	6,997.39	3,892.57	63	
Anacostia	3	8,999.14	1,400.00	70.00	170.00	7.20	.....	1,647.20	2,251.94	42	
Arlington	3	2,986.86	1,100.00	70.00	147.15	7.60	.....	1,824.75	1,271.10	51	
Ballard	3	8,652.90	1,800.00	525.00	297.05	28.20	.....	2,089.25	6,563.65	31	
Blaine	3	3,923.99	1,400.00	160.00	107.00	6.92	.....	1,662.92	2,262.07	42	
Bremerton	3	4,254.60	1,800.00	50.00	105.00	.....	.....	1,465.00	2,799.60	34	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1903—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
WEST VIRGINIA.											
Alderson.....	3	\$2,613.19	\$1,200.00	\$300.00	\$182.90	\$6.80	.....	\$1,699.70	\$628.49	65	Presidential, Apr. 1, 1903.
Bellevue.....	3	2,929.59	300.00	25.00	25.20	2.80	.....	353.00	576.59	38	
Benwood.....	3	2,960.47	1,300.00	.....	160.00	23.12	.....	1,283.12	1,677.35	43	
Berkeley Springs.....	3	1,599.07	1,525.00	90.00	130.50	8.96	.....	1,054.46	544.61	66	Presidential, Oct. 1, 1902.
Bluefield.....	3	17,699.82	2,400.00	8,600.00	650.00	91.96	\$2,562.04	9,204.00	8,486.82	52	
Brunwell.....	3	8,052.83	1,400.00	.....	125.96	8.64	.....	1,584.59	1,517.74	50	
Buckhannon.....	3	7,942.76	1,300.00	700.00	294.00	25.44	.....	2,821.44	4,521.32	38	
Calto.....	3	2,894.16	1,400.00	300.00	200.00	7.68	.....	1,607.68	776.48	67	
Cameron.....	3	4,943.12	1,400.00	848.22	210.00	27.60	.....	1,987.52	2,365.60	46	
Charleston.....	3	48,968.66	8,000.00	6,765.99	800.00	639.71	7,078.70	17,773.50	31,196.16	36	In Government building.
Charlestown.....	3	7,247.01	1,900.00	4,700.00	400.00	59.60	.....	2,859.60	4,387.41	39	Do.
Clarksburg.....	3	28,569.49	2,600.00	4,700.00	400.00	403.56	4,585.26	12,283.82	16,280.67	43	
Davis.....	3	4,696.08	1,600.00	300.00	256.00	24.96	.....	2,180.96	2,515.12	46	
Elkhorn.....	3	2,037.41	1,000.00	.....	128.35	10.00	.....	1,138.35	899.06	56	
Elkins.....	3	8,272.94	2,000.00	2,127.74	420.00	56.61	.....	4,604.35	3,668.59	45	
Fairmount.....	2	28,462.11	2,300.00	4,968.89	1,060.00	873.88	4,728.32	13,719.09	14,743.02	48	
Grafton.....	2	13,022.52	2,300.00	3,989.03	1,060.67	106.56	3,410.83	10,866.09	2,786.43	80	
Harpers Ferry.....	3	2,224.27	1,100.00	600.00	280.80	21.92	.....	2,002.72	221.55	90	
Harrisville.....	3	2,508.76	1,100.00	300.00	86.00	6.61	.....	1,492.61	1,011.15	60	
Hinton.....	3	7,039.08	1,800.00	1,200.00	400.00	59.92	.....	3,459.92	3,578.16	49	
Huntington.....	3	34,014.61	2,700.00	5,568.26	900.00	399.64	6,968.59	15,496.69	18,517.92	46	
Keyser.....	3	5,943.53	1,600.00	700.00	375.00	38.48	.....	2,713.48	3,230.05	46	
Keystone.....	3	1,774.56	750.00	.....	84.25	11.28	.....	845.53	929.03	48	Presidential, Oct. 1, 1902.
Kingwood.....	3	2,498.14	1,400.00	250.00	111.13	18.52	.....	1,479.65	1,018.49	59	
Lewisburg.....	3	3,886.81	1,400.00	400.00	280.00	13.52	.....	2,083.52	1,778.29	54	
Mannington.....	2	8,196.88	2,000.00	1,500.00	400.00	53.97	.....	3,983.97	4,242.91	48	
Martinsburg.....	2	14,997.02	2,300.00	4,171.84	.....	131.87	4,874.88	10,978.54	3,118.48	78	In Government building.
Montgomery.....	2	3,890.72	1,400.00	.....	203.09	24.96	.....	1,628.05	1,762.71	43	
Morgantown.....	2	17,257.82	2,300.00	4,168.59	460.00	359.66	8,818.35	11,101.60	6,156.22	64	
Moundsville.....	2	14,787.42	2,300.00	3,437.36	700.00	262.76	.....	10,271.22	4,516.20	69	
New Cumberland.....	2	5,190.91	1,800.00	280.00	244.00	22.40	8,581.10	2,846.40	2,844.51	45	
New Martinsville.....	3	7,615.86	1,800.00	400.00	400.00	54.16	.....	2,654.16	4,961.70	35	
Parkersburg.....	3	47,680.98	3,000.00	8,240.00	400.00	913.24	8,840.29	20,994.28	26,686.65	44	Do.
Farmers.....	3	2,039.68	825.00	45.00	124.15	9.44	.....	1,033.59	1,069.09	49	Presidential, Oct. 1, 1902.
Fennsboro.....	3	2,846.87	1,200.00	300.00	153.00	6.06	.....	1,659.08	1,187.79	53	
Philippi.....	3	8,221.29	1,800.00	1,800.00	874.67	127.40	.....	1,867.15	1,854.14	56	
Piedmont.....	3	6,280.48	1,800.00	800.00	300.00	37.60	.....	2,987.60	3,242.88	47	
Point Pleasant.....	3	4,070.86	1,500.00	300.00	275.00	29.04	.....	2,104.04	1,966.82	52	
Ravenswood.....	3	8,596.67	1,300.00	400.00	135.16	16.56	.....	1,951.72	1,684.95	52	
Richwood.....	3	777.90	800.00	.....	54.15	2.80	.....	356.95	370.95	49	Presidential, Apr. 1, 1903.
Romney.....	3	2,780.17	1,200.00	114.74	135.00	6.24	.....	1,455.98	1,324.19	52	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
WISCONSIN—cont'd.											
Delavan.....	3	\$6,975.95	\$1,800.00	\$150.00	\$356.00	\$24.24	.....	\$2,830.24	\$4,645.71	38	
Depere.....	3	5,838.26	1,700.00	100.00	400.00	7.04	.....	2,207.04	8,145.22	37	
Dodgeville.....	3	4,517.83	1,600.00	200.99	208.96	5.92	.....	2,119.87	2,397.96	47	
Durand.....	3	2,924.81	1,300.00	200.42	164.00	2.96	.....	1,667.88	1,257.93	57	
Eau Claire.....	2	30,587.56	2,700.00	5,361.70	1,500.00	407.12	\$8,711.85	18,680.17	11,877.39	61	
Edgerton.....	3	7,267.96	1,700.00	250.00	410.00	8.72	.....	2,388.72	2,992.28	44	
Elkhorn.....	3	3,471.61	1,300.00	173.26	350.00	15.60	.....	2,338.86	4,928.13	32	
Ellsworth.....	3	4,567.62	1,500.00	200.00	174.00	4.06	.....	1,678.06	1,798.02	48	
Evansville.....	3	4,507.62	1,500.00	140.00	224.00	5.60	.....	1,869.60	2,698.02	41	
Farchild.....	3	2,852.64	1,700.00	288.33	260.00	9.68	.....	2,283.01	8,062.65	42	
Fennimore.....	3	1,167.63	1,300.00	170.00	142.60	2.88	.....	1,618.86	1,287.29	57	
Florence.....	3	2,637.06	1,200.00	.....	68.30	24	.....	1,846.04	1,292.02	51	Presidential, Jan. 1, 1903.
Fond du Lac.....	2	33,104.78	2,700.00	4,619.30	1,080.00	472.10	8,914.47	17,765.87	15,845.91	54	
Fort Atkinson.....	2	15,480.82	2,400.00	2,500.00	500.00	24.56	2,277.58	7,702.16	7,788.66	50	
Foxlake.....	3	2,543.84	1,200.00	.....	171.34	4.16	.....	1,376.50	1,168.34	54	
Galesville.....	3	2,474.03	1,100.00	80.00	148.96	1.92	.....	1,326.86	1,288.17	52	
Glenwood.....	3	2,671.62	1,100.00	.....	208.96	1.92	.....	1,306.75	1,164.87	58	
Grand Rapids.....	3	6,802.38	1,550.00	150.00	360.00	17.68	.....	2,227.68	4,574.70	33	
Granite Bay.....	2	45,297.30	2,900.00	6,800.00	66.30	370.11	10,087.82	21,787.98	23,559.37	48	Do.
Greenbay.....	3	1,221.90	1,100.00	.....	1,680.00	1.30	.....	1,002.50	219.40	82	
Greenwood.....	3	4,028.28	1,500.00	150.00	150.00	6.16	.....	1,877.16	2,151.12	47	
Hartford.....	3	1,871.54	1,760.00	.....	221.00	7.56	.....	1,886.10	2,885.44	61	Presidential, Oct. 1, 1902.
Hayward.....	3	2,210.11	1,300.00	40.00	181.00	6.72	.....	1,827.72	2,878.91	44	
Hercules.....	3	6,391.92	1,800.00	.....	450.00	4.06	.....	1,443.96	1,466.18	50	
Hudson.....	3	4,049.84	1,500.00	200.00	250.00	22.00	.....	2,362.00	4,029.92	37	
Husley.....	3	3,677.28	1,500.00	.....	194.08	10.86	.....	1,960.86	2,088.46	48	
Iron River.....	3	83,050.96	2,800.00	4,098.64	1,259.84	6.84	6,141.15	14,629.87	2,047.86	44	
Jefferson.....	3	4,956.26	1,700.00	100.00	254.00	241.96	.....	1,541.56	15,509.39	44	
Juneau.....	3	3,120.01	1,300.00	40.00	154.00	9.84	.....	2,063.84	2,894.41	42	
Kanab.....	3	4,077.48	1,500.00	.....	277.00	8.26	.....	1,507.26	1,612.78	48	
Kenosha.....	3	23,918.89	2,000.00	4,014.40	864.25	178.96	6,908.98	13,966.56	9,951.33	44	
Kewaunee.....	3	8,117.10	1,400.00	100.00	196.00	4.66	.....	1,700.66	1,716.22	50	
Kiel.....	3	3,118.06	1,200.00	120.00	186.00	8.12	.....	1,459.12	1,658.94	47	
Kilbourn.....	3	4,488.89	1,500.00	200.00	248.26	8.82	.....	1,931.07	2,486.82	44	
La Crosse.....	3	78,742.94	3,200.00	11,921.50	200.00	686.89	16,080.61	31,889.00	46,908.94	40	In Government building.
Ladysmith.....	3	1,562.68	1,500.00	.....	81.00	.....	.....	81,889.00	981.68	40	Presidential, Jan. 1, 1903.
Lake Geneva.....	3	8,622.38	1,900.00	350.00	410.00	96.96	.....	2,696.96	5,925.42	31	
Lakemills.....	3	3,978.06	1,500.00	40.00	250.00	9.84	.....	1,799.84	2,178.21	45	

	In Government building.	Do.	Presidential, Jan. 1, 1908.	Do.	In Government building.
Lake Nebagamon.....	2,283.69	1,700.00	214.95	1,700.00	3,319.85
La Crosse.....	5,598.83	1,700.00	248.83	1,700.00	2,228.39
Madison.....	4,004.81	1,700.00	260.00	1,700.00	3,896.66
Manitowish.....	85,909.67	1,700.00	250.00	1,700.00	2,138.72
Marquette.....	85,909.67	1,700.00	250.00	1,700.00	57,862.52
Marion.....	21,137.45	1,700.00	11,045.88	1,700.00	8,544.54
Marshfield.....	20,088.74	1,700.00	2,947.16	1,700.00	11,637.90
Massena.....	20,088.74	1,700.00	2,947.16	1,700.00	8,573.19
Maunabo.....	12,412.73	1,700.00	2,900.00	1,700.00	6,501.88
Mayville.....	4,722.73	1,700.00	60.00	1,700.00	2,611.84
McFarland.....	3,274.59	1,700.00	246.00	1,700.00	1,549.12
McGregor.....	2,182.10	1,700.00	144.00	1,700.00	1,082.88
McIntosh.....	5,588.89	1,700.00	315.00	1,700.00	3,300.01
Medford.....	10,832.24	1,700.00	388.62	1,700.00	7,411.07
Menasha.....	9,432.99	1,700.00	659.44	1,700.00	4,654.07
Menomonie.....	11,713.16	1,700.00	1,678.48	1,700.00	2,897.83
Merrill.....	2,859.64	1,700.00	2,806.94	1,700.00	1,466.86
Millersburg.....	2,077.40	1,700.00	60.00	1,700.00	1,899.20
Millwaukee.....	864,528.01	1,700.00	116,738.41	1,700.00	686,973.62
Mineral Point.....	4,609.73	1,700.00	2,854.75	1,700.00	2,013.26
Monroe.....	3,458.87	1,700.00	85.00	1,700.00	1,985.07
Monticello.....	9,653.59	1,700.00	171.00	1,700.00	4,671.86
Montpelier.....	1,108.43	1,700.00	760.00	1,700.00	646.08
Montreal.....	1,481.94	1,700.00	82.00	1,700.00	796.22
Mount Horeb.....	2,667.79	1,700.00	85.00	1,700.00	1,048.67
Neenah.....	11,145.08	1,700.00	165.60	1,700.00	1,861.19
New Berlin.....	6,050.86	1,700.00	2,648.90	1,700.00	3,723.02
New London.....	8,115.60	1,700.00	309.04	1,700.00	3,981.94
New Richmond.....	5,287.19	1,700.00	670.00	1,700.00	3,146.55
Newburg.....	6,583.87	1,700.00	70.00	1,700.00	3,242.97
Neshota.....	7,470.95	1,700.00	358.00	1,700.00	5,064.86
Neshota.....	8,414.86	1,700.00	400.00	1,700.00	6,180.38
Neshota.....	2,979.88	1,700.00	199.99	1,700.00	1,581.72
Neshota.....	1,080.17	1,700.00	100.00	1,700.00	419.02
Neshota.....	56,894.61	1,700.00	70.00	1,700.00	30,357.05
Neshota.....	2,268.73	1,700.00	174.00	1,700.00	1,556.54
Neshota.....	4,785.14	1,700.00	8,900.01	1,700.00	2,820.24
Neshota.....	2,745.69	1,700.00	38.27	1,700.00	2,820.21
Neshota.....	7,387.19	1,700.00	38.27	1,700.00	3,950.72
Neshota.....	6,168.02	1,700.00	228.00	1,700.00	4,065.33
Neshota.....	11,623.32	1,700.00	380.00	1,700.00	2,164.87
Neshota.....	6,310.96	1,700.00	9.38	1,700.00	4,207.26
Neshota.....	2,087.56	1,700.00	720.00	1,700.00	871.72
Neshota.....	2,087.56	1,700.00	294.00	1,700.00	2,486.72
Neshota.....	2,087.56	1,700.00	164.00	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	271.00	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	162.85	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	85.60	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,700.00	1,878.45
Neshota.....	2,087.56	1,700.00	96.50	1,7	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1903*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Sharon	23	\$1,585.59	\$1,200.00		\$192.97	\$2.36		\$1,498.33	\$2,089.26	42	In Government building.
Shawano	24	4,400.57	1,800.00	800.00	320.00	12		7,025.12	2,824.55	46	
Sheboygan	25	32,198.28	1,800.00	4,821.43		312.36	\$6,877.97	17,813.26	12,883.02	56	
Sheboygan Falls	26	2,049.27	1,500.00		173.00	4.56		1,677.56	2,871.25	41	
Shullsburg	27	2,598.43	1,500.00	60.00	212.65	3.60		1,477.21	1,081.77	61	
Shullsburg	28	2,821.80	1,500.00		250.00	9.20		1,419.40	1,982.20	53	
South Kaukauna	29	3,127.69	1,500.00		300.00	20.40		1,659.20	1,473.42	52	
South Milwaukee	30	2,538.12	1,500.00		162.00	4.08		1,920.40	3,617.72	32	
South Superior	31	2,806.17	1,500.00		450.00	20.40		1,432.74	1,873.57	51	
Sparta	32	2,927.82	1,200.00	2,200.00	130.80	2.56		4,670.40	4,707.57	50	
Springer	33	2,624.81	1,200.00	250.00	174.00	2.08		1,656.08	1,983.46	47	Presidential, Oct. 1, 1902.
Springston	34	2,523.25	1,500.00	100.00	164.00	2.72		1,366.72	1,983.73	63	
Spring Valley	35	3,897.00	1,500.00		300.00	8.54		1,803.54	2,093.08	54	
Stanley	36	14,016.89	1,500.00	3,000.40	800.00	10.10	4,057.98	10,280.51	5,774.36	73	
Stanley Point	37	8,189.18	1,500.00	70.00	358.00	13.60		2,841.20	5,647.56	29	
Stoughton	38	6,812.79	1,500.00	400.00	277.00	9.20		2,886.20	4,426.50	35	
Sturgeon Bay	39	6,693.32	1,500.00	50.00	125.00	2.88		1,357.88	1,385.44	50	
Sun Prairie	40	4,571.85	1,500.00	50.00	222.97	28.36		2,071.90	2,469.96	45	
Superior	41	1,147.65	1,500.00		50.00	2.64		60.64	587.07	51	Presidential, Jan. 1, 1903.
Thorn	42	5,946.83	1,700.00	70.00	354.00	10.56		2,134.56	3,812.27	34	
Tomahawk	43	4,481.00	1,600.00		288.00	10.48		1,488.48	2,992.52	42	
Two Rivers	44	5,692.90	1,600.00	240.00	300.00	10.08		2,150.08	3,542.82	33	
Virgatus	45	5,641.13	1,700.00	500.00	408.00	6.96		2,612.08	3,029.05	46	
Wabasha	46	6,456.27	1,700.00		324.70	14.96		2,039.66	3,416.61	37	
Washburn	47	8,301.17	1,700.00		196.00	2.64		1,598.64	1,702.58	43	
Waterloo	48	18,516.56	2,300.00	2,798.32	105.32	10.92	4,625.87	10,594.02	2,982.52	73	
Watertown	49	18,364.13	2,000.00	3,525.00	800.00	144.53	4,409.63	11,279.21	7,084.92	61	
Waukegan	50	8,127.29	2,000.00	1,400.00	527.65	15.08		3,942.58	4,194.71	43	
Wausau	51	6,727.69	1,800.00	40.00	418.00	8.48		2,266.48	4,461.21	34	
Wauson	52	481.96	1,550.00		43.50	8.64		294.14	1,877.91	61	Presidential, Apr. 1, 1903.
Wauson	53	22,185.41	2,600.00	3,645.23	600.00	120.02	5,994.25	13,162.50	9,022.91	59	
Westford	54	12,684.17	2,300.00	2,650.00	128.10	8.40	1,262.75	6,980.86	5,823.23	54	
Westford	55	4,291.43	1,500.00	501.46	262.70	3.10		2,122.65	2,163.73	49	
West Superior	56	2,698.90	1,500.00		194.00	4.88		1,398.88	1,300.02	52	
West Superior	57	2,290.55	1,500.00	120.00	176.80	8.52		1,400.32	980.23	61	
West Superior	58	385,426.92	2,000.00	6,656.96	1,500.00	895.34	14,468.95	26,551.26	12,075.67	69	
Wetlauke	59	8,125.41	1,900.00	66.58	243.84	2.64		1,613.16	1,512.26	52	
Whitehall	60	3,194.69	1,000.00	100.00	164.00	1.60		1,265.60	1,929.09	55	
Whitewater	61	10,781.10	2,300.00	2,900.00	445.00	21.24		5,566.24	5,214.86	52	

Wittenberg.....	3	2,359.71	1,100.00	.....	92.00	1.36	.....	1,193.36	1,166.35	51
Wonevoo.....	3	3,284.20	1,300.00	.....	194.00	2.88	.....	1,576.88	1,707.32	48
Total		2,470,616.29	273,175.00	292,090.18	57,175.28	17,941.94	878,399.91	1,013,152.31	1,457,463.98	41
WYOMING.										
Buffalo.....	3	3,581.96	1,400.00	400.00	174.00	2.80	.....	1,976.80	1,555.16	56
Cambria.....	3	2,030.00	1,100.00	40.00	174.00	.....	.....	1,314.00	1,725.06	64
Casper.....	3	4,134.54	1,500.00	200.00	194.00	7.44	.....	1,801.44	2,243.10	46
Cheyenne.....	2	20,854.63	2,500.00	4,974.55	1,206.00	296.24	.....	13,897.14	5,397.49	66
Douglas.....	3	8,677.74	1,400.00	180.00	192.00	8.36	5,027.36	1,791.36	1,894.38	46
Encampment.....	3	6,168.60	1,975.00	.....	186.00	4.08	.....	1,174.08	1,984.57	37
Frampton.....	3	6,089.84	1,700.00	260.00	233.90	8.16	.....	2,202.08	3,867.76	36
Greenriver.....	3	1,738.04	1,000.00	.....	157.00	2.72	.....	1,170.20	1,567.90	72
Landover.....	3	1,911.86	1,100.00	80.00	181.80	3.72	.....	1,388.52	1,543.38	67
Laramie.....	3	2,888.41	1,300.00	160.00	144.00	3.78	.....	1,627.78	1,260.63	56
Lincoln.....	2	13,074.33	2,300.00	2,723.91	1,000.00	44.48	8,570.67	9,459.08	3,435.32	72
Newcastle.....	3	8,163.56	1,400.00	40.00	1,270.00	4.96	.....	1,714.96	1,438.59	54
Newling.....	2	9,450.07	2,000.00	1,831.10	600.00	18.80	.....	1,449.80	4,000.17	63
Rock Springs.....	3	7,895.45	1,900.00	500.00	358.00	13.28	.....	2,771.28	5,114.17	36
Saratoga.....	3	2,847.13	1,400.00	250.00	246.00	1.44	.....	1,897.44	6,949.74	67
Sheridan.....	2	10,804.04	2,000.00	1,500.00	266.25	31.25	.....	3,797.50	7,006.54	36
Total		96,743.34	24,975.00	13,139.56	5,629.96	434.99	8,398.02	52,577.52	43,165.82	55

Presidential, Oct. 1, 1902.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1903.

States and Territories.	Balance from last year.	Domestic money orders issued.			International orders issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$75,061.89	637,275	\$4,742,329.97	\$37,686.00	4,202	\$90,581.77	\$1,045.90
Alaska	133,264.94	36,941	1,184,440.55	4,794.63	2,199	111,886.06	1,160.76
Arizona	39,260.34	200,065	2,382,039.96	14,816.69	4,966	141,320.60	1,433.83
Arkansas	70,728.75	648,019	4,597,808.11	37,574.06	1,628	39,707.10	451.60
California	330,964.99	2,075,839	20,321,717.13	139,851.02	98,147	2,049,444.18	23,210.69
Colorado	129,113.23	843,412	7,165,767.01	53,075.83	32,693	937,509.16	10,299.25
Connecticut	82,232.22	619,996	5,115,965.58	39,262.50	58,010	899,339.02	10,968.93
Delaware	6,736.01	62,642	477,070.10	3,815.34	1,961	39,083.91	464.65
Dist. of Columbia	21,482.89	178,080	1,774,174.22	12,344.38	9,057	104,186.75	1,780.06
Florida	65,979.47	438,889	2,839,465.11	24,369.46	4,332	106,165.40	1,195.15
Georgia	61,217.26	820,896	4,703,441.01	43,151.13	3,905	67,652.34	894.06
Hawaii	110,644.11	100,962	2,668,242.53	11,662.41	7,815	204,337.71	2,290.20
Idaho	45,223.79	297,773	3,130,057.19	20,570.23	8,730	102,501.14	1,125.30
Illinois	409,944.31	3,054,064	21,799,909.17	179,923.37	149,023	3,176,499.88	37,680.05
Indiana	146,291.83	1,727,543	11,372,927.72	98,409.43	15,496	317,172.98	3,819.06
Indian Territory	83,045.71	803,428	2,180,567.86	17,658.43	1,286	50,794.52	585.95
Iowa	186,296.96	2,125,034	11,199,447.93	109,805.70	13,204	215,717.67	2,739.45
Kansas	104,883.01	1,623,604	8,970,389.36	81,955.82	7,046	137,383.41	1,658.50
Kentucky	57,757.98	488,972	3,000,481.77	28,698.46	3,964	65,628.52	811.40
Louisiana	87,814.88	581,650	4,455,662.55	33,048.87	7,614	192,633.40	2,155.15
Maine	75,835.73	485,580	3,864,000.29	30,235.67	6,816	132,145.19	1,568.90
Maryland	45,683.33	297,368	2,469,666.28	18,644.32	15,382	240,807.37	3,135.95
Massachusetts	232,966.27	1,479,287	12,492,303.92	94,938.01	150,143	2,454,577.56	30,118.63
Michigan	229,987.66	2,022,524	15,080,257.62	124,127.07	39,617	766,541.34	9,312.88
Minnesota	188,301.38	1,415,243	9,913,883.70	80,794.59	32,924	668,337.30	8,007.00
Mississippi	52,677.74	626,524	4,122,406.67	35,235.41	1,460	32,749.74	374.85
Missouri	199,773.34	1,713,320	11,022,866.96	95,532.98	27,256	557,343.94	6,579.05
Montana	60,537.20	367,701	3,651,564.98	24,729.62	18,992	491,958.06	5,438.75
Nebraska	126,096.25	1,175,408	7,027,909.13	64,177.06	7,998	115,823.29	1,507.10
Nevada	22,317.67	104,922	1,332,373.01	8,031.43	1,285	45,453.60	451.40
New Hampshire	34,661.52	291,169	2,044,355.16	17,425.99	6,733	100,175.56	1,266.70
New Jersey	98,546.62	701,534	6,093,942.01	45,933.77	85,198	1,354,772.52	16,772.19
New Mexico	42,509.90	137,424	1,280,307.32	8,896.27	1,195	53,577.33	562.00
New York	624,300.28	3,560,646	29,778,652.88	225,414.32	405,794	6,101,016.78	77,869.95
North Carolina	47,499.80	447,212	2,781,049.82	24,225.37	1,389	27,795.40	338.00
North Dakota	49,219.70	443,480	3,525,000.32	27,164.75	3,438	77,222.10	900.05
Ohio	280,555.27	2,452,965	18,510,331.68	147,467.40	66,718	1,407,568.98	16,302.74
Oklahoma	64,927.51	451,417	3,170,808.61	25,008.81	14,587	9,611.90	115.60
Oregon	102,574.09	620,345	3,170,142.87	38,200.99	14,464	450,251.57	4,897.30
Pennsylvania	694,762.50	3,144,228	30,314,158.65	213,183.89	179,267	3,627,373.37	42,774.80
Porto Rico	66,353.97	63,852	1,681,860.29	7,566.99	1,184	43,969.55	471.85
Rhode Island	26,379.88	202,842	1,776,843.28	13,158.81	24,143	362,207.48	4,589.90
South Carolina	30,831.06	348,948	2,117,037.28	18,820.58	2,066	38,224.29	440.40
South Dakota	59,331.56	489,333	3,354,807.14	28,214.76	4,249	98,867.44	1,076.05
Tennessee	59,292.75	501,779	3,225,945.52	27,758.77	3,271	59,380.17	708.25
Texas	225,096.94	1,947,046	14,627,853.56	115,212.18	14,323	255,236.12	2,862.04
Utah	45,228.37	228,200	2,333,567.99	15,543.97	12,697	284,151.77	3,252.70
Vermont	35,745.63	286,554	1,949,424.28	16,699.00	5,911	115,226.83	1,362.45
Virginia	70,720.68	520,700	3,704,116.37	30,842.81	6,016	121,465.82	1,431.25
Washington	213,209.02	974,802	9,709,918.84	65,176.26	31,111	1,015,794.68	11,084.15
West Virginia	62,098.92	391,996	3,517,402.74	25,374.64	3,320	112,709.69	1,222.35
Wisconsin	170,902.75	1,443,649	10,580,867.22	86,116.54	32,256	619,271.74	7,571.65
Wyoming	36,561.99	149,814	1,403,291.29	9,906.50	8,073	111,981.39	1,195.00
Tutulla	2,087.84	666	22,094.23	88.30	.....	.....	.....
U. S. postal agency, Shanghai	2,051.85	735	24,318.18	97.54	.....	.....	.....
Guam	.....	364	14,640.79	55.45	.....	.....	.....
Supt. M. O. System	.....	20,004	156,992.71	.....	.....	.....	.....
Total	6,556,397.45	446,229,354	357,851,458.32	2,800,822.97	1,636,476	31,014,125.14	371,440.68

a Payable in Canada, Cuba, Newfoundland, and the Philippines 287,673, \$4,223,810.29.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1903—Continued.

States and Territories.	Gain.	Balance due postmasters.	Domestic money orders paid.		International orders paid.	
			Number	Amount.	Number.	Amount.
Alabama.....	\$1.72	\$111.17	327,882	\$2,984,641.91	411	\$9,031.61
Alaska.....			7,965	409,475.94	58	2,048.68
Arizona.....	3.73	56.12	62,911	1,004,776.71	330	9,755.14
Arkansas.....	3.59	218.86	282,411	2,711,581.40	339	11,009.94
California.....	72.10	123.83	1,626,719	19,955,779.78	12,981	312,406.02
Colorado.....	54.69	61.42	606,487	6,052,073.29	2,875	72,308.08
Connecticut.....	70	86.99	524,779	3,645,687.80	3,882	100,658.32
Delaware.....	1.60	.06	36,133	809,676.19	330	6,411.83
District of Columbia.....	64.12	.24	232,470	2,364,191.31	6,908	61,083.49
Florida.....	1.37	48.43	218,498	1,798,644.99	991	21,685.81
Georgia.....	.99	50.69	711,798	4,431,448.06	650	12,947.36
Hawaii.....		.30	69,430	2,073,153.51	348	9,259.85
Idaho.....	.54	11.91	89,382	1,844,801.66	321	11,346.63
Illinois.....	.40	230.97	8,472,364	52,521,844.29	34,493	672,761.22
Indiana.....	.31	300.05	1,235,545	9,851,158.75	13,513	166,585.42
Indian Territory.....	.05	15.17	93,442	959,051.94	70	2,222.62
Iowa.....	1.12	467.80	1,414,958	8,556,989.57	3,395	110,972.60
Kansas.....	1.21	300.09	841,124	6,237,301.95	1,838	56,452.13
Kentucky.....	.06	28.78	447,706	3,057,617.81	1,033	24,835.65
Louisiana.....	1.75	182.31	341,758	3,629,660.58	1,734	41,956.55
Maine.....	57.44	379.30	470,257	2,897,827.87	847	13,616.30
Maryland.....	.26	37.60	297,549	2,809,856.72	2,401	52,548.95
Massachusetts.....		152.32	2,767,406	13,743,294.11	16,249	264,178.08
Michigan.....	2.15	179.74	1,748,082	13,579,683.12	9,227	175,708.49
Minnesota.....	2.15	224.23	1,194,288	9,134,754.15	5,059	177,998.25
Mississippi.....	7.24	208.32	241,288	1,983,484.27	177	4,404.33
Missouri.....	3.08	176.22	2,367,403	15,933,278.87	6,413	138,250.33
Montana.....	.26	69.11	134,150	1,761,954.83	937	29,459.56
Nebraska.....	19.10	114.15	923,379	5,997,783.25	1,991	62,962.57
Nevada.....	1.04	2.45	29,120	431,254.64	78	2,514.61
New Hampshire.....	.96	8.74	140,879	1,253,010.05	513	10,160.12
New Jersey.....		40.91	468,413	4,740,113.74	10,037	259,020.44
New Mexico.....	2.41	40.62	49,956	661,910.97	212	5,252.33
New York.....	3.26	526.47	7,150,356	55,587,135.03	128,457	1,622,292.34
North Carolina.....	1.85	86.92	289,268	2,136,683.47	283	4,379.39
North Dakota.....	2.77	394.12	113,873	1,296,108.17	756	32,757.22
Ohio.....	.22	115.94	2,624,079	17,394,532.83	16,849	253,091.79
Oklahoma.....	4.63	54.42	169,943	1,881,006.26	290	9,462.67
Oregon.....	1.94	45.32	427,684	4,821,841.56	1,386	38,205.56
Pennsylvania.....	25.63	936.49	3,297,652	23,893,081.86	33,296	607,348.44
Porto Rico.....			44,556	1,041,531.12	64	1,456.16
Rhode Island.....			180,151	1,196,727.84	2,032	46,905.83
South Carolina.....	.17	56.74	172,129	1,350,750.54	196	4,616.93
South Dakota.....	.55		157,292	1,837,667.19	769	30,188.22
Tennessee.....	3.65	139.53	539,156	3,820,810.86	598	12,671.41
Texas.....	17.20	650.69	1,145,109	10,562,514.88	4,619	108,100.32
Utah.....	.32		148,353	1,876,516.16	864	20,071.87
Vermont.....	.08	80.92	127,063	1,182,432.08	401	8,284.63
Virginia.....	507.62	203.31	385,286	3,821,856.56	1,139	19,717.43
Washington.....	.06	7.54	508,951	6,768,994.83	2,575	98,465.14
West Virginia.....	1.67	106.53	166,660	1,422,881.70	333	8,281.08
Wisconsin.....	4.92	224.28	989,563	8,257,366.05	5,685	164,317.01
Wyoming.....	1.10	30.39	36,821	425,892.32	214	6,311.91
Tutulla.....			47	1,151.88		
U. S. postal agency, Shanghai.....			238	7,835.42		
Guam.....			35	1,155.85		
Superintendent M. O. System.....			19,977	156,892.71	1	100.00
Total.....	882.67	7,587.61	947,263,514	858,853,213.71	341,449	6,008,679.56

^a Issued in Canada, Cuba, Newfoundland, and the Philippines 412,695, \$5,679,808.19.

No. 11.—*Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1903—Continued.*

States and Territories.	Foreign exchange purchased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurers at New York, N. Y., and Chicago, Ill.	Deposited on account of revenue.
Alabama.....				
Alaska.....				
Arizona.....				
Arkansas.....				
California.....				
Colorado.....				
Connecticut.....				
Delaware.....				
District of Columbia.....				
Florida.....				
Georgia.....				
Hawaii.....				
Idaho.....				
Illinois.....			\$19,706,000.00	
Indiana.....				
Indian Territory.....				
Iowa.....				
Kansas.....				
Kentucky.....				
Louisiana.....				
Maine.....				
Maryland.....				
Massachusetts.....				
Michigan.....				
Minnesota.....				
Mississippi.....				
Missouri.....				
Montana.....				
Nebraska.....				
Nevada.....				
New Hampshire.....				
New Jersey.....				
New Mexico.....				
New York.....	\$24,451,745.36	\$27,634,138.85	7,639,998.92	\$2,073,068.89
North Carolina.....				
North Dakota.....				
Ohio.....				
Oklahoma.....				
Oregon.....				
Pennsylvania.....				
Porto Rico.....				
Rhode Island.....				
South Carolina.....				
South Dakota.....				
Tennessee.....				
Texas.....				
Utah.....				
Vermont.....				
Virginia.....				
Washington.....				
West Virginia.....				
Wisconsin.....				
Wyoming.....				
Tutulla.....				
U. S. postal agency, Shanghai.....				
Guam.....				
Supt. M. O. System.....				
Total.....	24,451,745.36	27,634,138.85	27,345,998.92	2,073,068.89

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1905—Continued.

States and Territories.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Commissions on money orders.	Balance due the United States.	Balance due post- masters last year.
Alabama.....	\$4,646,410.29	\$5,833.41	\$396.74	\$14,248.89	\$98,098.59	\$63.86
Alaska.....	874,977.36	14,971.87		1,174.20	146,769.91	
Arizona.....	2,765,460.83	3,965.70	304.02	4,849.43	43,205.00	7.61
Arkansas.....	4,367,103.37	16,824.74	541.39	16,087.38	85,151.57	137.05
California.....	19,798,489.19	2,960.00	930.68	31,913.55	460,985.18	360.44
Colorado.....	6,419,912.21	13,824.75	1,068.96	12,620.46	117,562.13	79.29
Connecticut.....	5,066,849.30	29,203.07	2,139.09	7,530.45	92,137.32	1.95
Delaware.....	360,602.87	1,532.00		1,118.84	8,867.22	17.68
District of Columbia.....	1,378,849.77	469,155.00		11.58	25,777.99	
Florida.....	2,976,581.76	6,425.10	156.40	9,789.57	77,200.49	32.71
Georgia.....	3,722,447.92	79,996.10	840.06	17,770.14	70,765.72	41.75
Hawaii.....	2,968,363.74	750.37		2,146.17	205,495.79	.15
Idaho.....	2,359,923.09	156.88	200.99	7,211.46	58,197.48	1.33
Illinois.....	16,750,053.23	39,718.40	972.00	52,238.46	552,195.49	225.15
Indiana.....	7,885,187.06	554,365.76	608.01	31,190.10	166,983.97	64.24
Indian Territory.....	1,763,166.71	1,009.12	178.55	7,991.31	37,597.49	121.90
Iowa.....	9,632,612.58	680,186.74	125.87	47,278.59	194,527.91	350.19
Kansas.....	6,209,242.66	410,592.76	342.87	34,885.89	107,407.60	76.96
Kentucky.....	2,124,999.12	4,611.72	595.10	10,267.56	67,780.45	114.81
Louisiana.....	6,926,033.44	777.40	156.22	11,962.33	91,874.52	205.82
Maine.....	3,468,453.29	2,230.18	483.64	10,549.86	51,961.13	65.13
Maryland.....	2,076,612.52	1,195.64	2.50	4,092.99	55,851.05	15.59
Massachusetts.....	13,065,263.62	2,490.84	654.01	12,182.07	276,497.79	21.86
Michigan.....	12,466,798.96	10,955.13	104.83	41,324.37	256,487.32	311.32
Minnesota.....	11,652,598.96	113,280.34	188.78	30,990.24	232,825.50	18.20
Mississippi.....	3,813,723.21	4,381.00	221.49	16,116.78	59,594.40	18.33
Missouri.....	11,758,292.25	84,615.90	411.86	33,140.01	253,311.92	65.01
Montana.....	4,571,165.24	8,232.93		6,842.25	11,051.37	13.26
Nebraska.....	6,208,739.60	11,238.78	3,731.48	29,848.17	131,828.71	5.94
Nevada.....	975,919.68	643.04	118.99	2,848.77	19,444.71	3.11
New Hampshire.....	1,474,582.78	17,015.25	12.45	5,167.20	34,370.31	30.33
New Jersey.....	5,434,471.21	1,982.66	229.46	7,525.53	108,516.32	146.38
New Mexico.....	1,464,919.89	949.20	40.75	3,162.03	40,676.09	44.07
New York.....	27,297,765.71	1,460,923.71	1,345.71	44,935.62	756,594.31	207.95
North Carolina.....	1,774,511.28	78,937.09	550.83	10,227.57	52,652.30	116.24
North Dakota.....	3,631,846.02	10,472.97		11,771.97	49,847.88	188.19
Ohio.....	15,660,280.61	332,773.40	1,034.10	41,351.22	340,081.95	181.13
Oklahoma.....	2,265,187.22	1,182.49	688.26	10,109.10	54,317.56	90.96
Oregon.....	4,477,886.08	8,108.73	515.64	13,434.48	119,109.25	2.12
Pennsylvania.....	36,630,420.81	103,111.13	1,474.45	51,032.82	741,896.32	119.58
Porto Rico.....	1,657,215.35	745.00	.18	1,330.41	101,662.01	
Rhode Island.....	1,991,917.34	200.00		1,996.11	30,946.61	.02
South Carolina.....	1,838,267.61	80,201.73	818.00	8,283.21	37,389.92	68.14
South Dakota.....	3,484,941.38	37,557.03	817.99	12,574.35	58,074.61	22.81
Tennessee.....	2,974,362.00	138,183.26	206.35	10,690.29	78,227.43	66.79
Texas.....	14,230,240.76	268,762.56	1,517.05	42,953.73	241,474.86	356.87
Utah.....	3,005,139.60	38,310.81	654.00	4,612.29	59,069.73	46.64
Vermont.....	1,746,478.43	53,873.15	19.15	6,647.01	38,515.74	40.54
Virginia.....	2,999,723.44	8,973.72	269.53	10,154.19	86,491.79	171.07
Washington.....	10,837,798.81	1,598.87	954.37	18,436.96	221,381.45	108.96
West Virginia.....	4,572,242.29	16,169.38	96.14	8,647.11	115,189.64	24.86
Wisconsin.....	2,531,590.79	13,791.90	416.83	31,456.99	179,014.52	60.00
Wyoming.....	1,537,715.14	30,926.53		3,394.56	39,077.82	6.43
Tutulla.....	21,197.00			19.98	1,851.51	
U. S. postal agency, Shanghai.....	15,460.00			22.05	3,150.10	
Guam.....	6,278.57	13.44		10.92	7,237.46	
Supt. M. O. System.....						
Total.....	340,264,234.52	5,275,881.68	27,068.86	869,749.65	7,782,222.57	4,534.36

No. 12.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the year ended June 30, 1903.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1902.....		\$6,556,397.45
Amount received for domestic money orders issued.....	\$367,851,458.32	
Amount received for international money orders issued.....	31,014,125.14	
Total issued.....		388,865,583.46
Amount received for fees on domestic money orders issued.....	2,800,822.97	
Amount received for fees on international money orders issued.....	571,440.68	
Total fees.....		3,372,263.65
Amount of foreign exchange received.....	1,019,565.28	
Amount of deposits received from postmasters.....	339,933,299.71	
Amount of drafts drawn on postmaster at New York, N. Y.....	28,314,810.89	
Amount of drafts drawn on assistant treasurer at New York, N. Y.....	27,971,165.84	
Amount transferred from postage fund.....	4,743,979.89	
Amount of gain.....	882.67	
Balance due postmasters June 30, 1903.....	7,567.61	
		401,991,291.89
Total receipts.....		800,585,586.45

DISBURSEMENTS.

Amount of domestic money orders paid.....	\$358,853,213.71	
Amount of international money orders paid.....	6,003,679.58	
Total paid.....		\$364,856,893.29
Amount of foreign exchange purchased.....	24,451,745.86	
Amount of drafts paid by the postmaster at New York, N. Y.....	27,634,138.85	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account.....	7,639,998.92	
Amount deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account.....	19,706,000.00	
Amount deposited with assistant treasurer at New York, N. Y., to credit of the Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account.....	2,073,068.89	
Amount deposited at first-class offices.....	340,264,234.52	
Amount transferred to postage fund.....	5,275,881.68	
Amount of loss.....	27,068.36	
Amount paid for commissions on money orders.....	869,749.65	
Balance due postmasters June 30, 1902.....	4,534.36	
Balance in the hands of postmasters June 30, 1903.....	7,782,222.57	
		435,728,643.16
Total disbursements.....		800,585,536.45

No. 13.—*Statement showing the transfers to and from money-order account during the year ended June 30, 1903.*

Amount transferred to money-order account.....	\$4,743,979.89	
Amount due postal account June 30, 1902.....	1,120,069.52	
Amount transferred from money-order account.....	5,275,881.68	\$5,864,019.41
Balance due postal account June 30, 1903.....	588,137.73	
		5,864,019.41

No. 14.—*Statement showing the money-order transactions with the United States assistant treasurers at New York, N. Y., and Chicago, Ill., during year ended June 30, 1903.*

NEW YORK, N. Y.

Balance in the hands of assistant treasurer June 30, 1902.....	\$2,214,207.05	
Amount deposited with assistant treasurer.....	7,639,998.92	
Amount transferred from assistant treasurer at Chicago, Ill.....	19,825,000.00	
		\$29,679,205.97
Amount of drafts paid by assistant treasurer:		
For revenue.....	2,073,068.89	
For current use.....	24,532,000.00	
For balance of transfers due postal account.....	1,865,096.95	
Balance in the hands of assistant treasurer June 30, 1903.....	1,708,040.13	
		29,679,205.97

CHICAGO, ILL.

Balance in the hands of assistant treasurer June 30, 1902.....	825,000.00	
Amount deposited with assistant treasurer.....	19,706,000.00	
		20,532,000.00
Amount transferred to assistant treasurer at New York, N. Y.....	19,825,000.00	
Balance in the hands of assistant treasurer June 30, 1903.....	707,000.00	
		20,532,000.00

No. 15.—*Statement showing the revenue which accrued on money-order account during the year ended June 30, 1903.*

DOMESTIC.

Amount received for fees on orders issued	\$2,800,822.97	
Amount of gain	882.67	
		<u>\$2,801,705.64</u>
Amount allowed postmasters:		
For commissions	864,182.28	
For lost remittances and burglaries	21,393.97	
Uncollected accounts of previous years	5,674.39	
		<u>891,250.64</u>
Net revenue		<u>1,910,455.00</u>
		<u>2,801,705.64</u>

INTERNATIONAL.

Amount received for fees on orders issued	\$371,440.68	
Amount of gain on exchange	77,247.81	
		<u>\$448,688.49</u>
Amount allowed postmasters for commissions	5,567.37	
Amount allowed foreign countries:		
For commissions	113,610.29	
For incidental expenses	57.59	
		<u>119,225.25</u>
Net revenue		<u>329,453.24</u>
		<u>448,688.49</u>

RECAPITULATION OF NET REVENUE.

Revenue on domestic money orders issued	\$1,910,455.00	
Revenue on international money orders issued	329,453.24	
Total revenue		<u>\$2,239,908.24</u>

No. 16.—*Statement of assets and liabilities June 30, 1903.*

ASSETS.

Amount in the hands of assistant treasurer at New York, N. Y.	\$1,708,040.13	
Amount in the hands of assistant treasurer at Chicago, Ill.	707,000.00	
Amount in the hands of postmasters	7,782,222.57	
		<u>\$10,197,262.70</u>

LIABILITIES.

Amount due postal account, being balance due on transfers June 30, 1903.	588,137.73	
Amount due Post-Office Department, being revenue on money-order account for quarters ended March 31 and June 30, 1903.	1,127,098.39	
Amount of unpaid domestic money orders, less transfers to credit of Post-Office Department	4,921,226.82	
Unpaid international money orders, outstanding certificates of deposit, and balance of unadjusted international accounts	3,568,218.15	
Balance due postmasters June 30, 1903.	7,587.61	
		<u>10,197,262.70</u>

No. 17.—*Principal international money-order transactions during the fiscal year ended June 30, 1903.*

STATEMENT SHOWING THE NUMBER OF INTERNATIONAL LISTS OF UNITED STATES ISSUE RECEIVED, EXAMINED, REGISTERED, AND CHECKED; ALSO THE NUMBER AND VALUE, BY COUNTRIES, OF ORDERS CERTIFIED.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	148	108,809	\$2,677,108.66	\$825,772.95	
Bahamas	63	222	3,440.15		\$354.88
Belgium	148	13,138	306,836.68	83,082.15	
Bermuda	54	324	5,467.62	91.22	
Bolivia	48	15	898.47		
British Guiana	58	398	5,833.14	2,328.43	
British Honduras	36	75	1,101.20	77.07	
Canada	62	270,779	3,788,945.47	916,981.48	
Cape Colony	117	736	14,772.69	7,267.66	
Chile	45	112	2,686.10	282.99	
Cuba	12	8,969	233,160.37	6,770.83	
Denmark	149	19,347	305,630.82	29,614.89	
Egypt	178	568	10,080.02	2,159.26	
France	12	45,390	737,831.33	117,695.05	
Germany	167	228,896	3,251,870.30	364,428.29	
Great Britain	148	590,359	6,382,243.35	484,057.90	
Greece	178	955	28,651.86	26,805.76	
Honduras	35	13	65.10		167.89
Hongkong	82	702	13,022.44	1,089.00	
Hungary	148	83,871	2,728,303.52	1,042,584.10	
Italy	178	132,001	5,078,527.88	2,616,027.23	
Jamaica	146	947	12,130.49	2,608.47	
Japan	224	41,179	1,579,550.14	371,109.39	
Leeward Islands	40	1,152	16,871.95	2,747.89	
Luxemburg	148	1,098	26,656.32	9,563.70	
Mexico	313	9,453	180,301.54	71,874.00	
Netherlands	148	7,689	89,687.04	12,577.00	
Newfoundland	16	4,891	87,423.87	15,500.87	
New South Wales	67	1,561	28,084.96	2,112.57	
New Zealand	41	1,578	36,303.08	6,639.41	
Norway	149	51,788	1,154,001.51	313,730.35	
Philippines	12	3,384	136,440.61		204,184.09
Portugal	177	1,541	33,134.67	21,292.79	
Queensland	58	468	8,688.00	3,013.40	
Russia	149	155,960	2,775,524.27	890,880.88	
Salvador	53	22	294.52	186.39	
South Australia	37	222	4,014.85	809.29	
Sweden	169	131,476	2,533,700.90	560,083.82	
Switzerland	178	39,756	558,902.84	80,475.39	
Tasmania	37	181	2,914.45	278.88	
Trinidad	32	370	4,928.23	1,263.11	
Victoria	58	1,338	22,290.98	1,690.07	
Windward Islands	97	2,541	34,775.01	8,582.42	
Total	4,396	1,894,244	34,898,092.40	8,904,749.32	204,706.86

No. 17.—*Principal international money-order transactions during the fiscal year ended June 30, 1903—Continued.*

STATEMENT SHOWING THE NUMBER OF INTERNATIONAL LISTS OF ORDERS OF FOREIGN ISSUE RECEIVED, EXAMINED, REGISTERED, AND CHECKED; ALSO THE NUMBER AND VALUE, BY COUNTRIES, OF ORDERS CERTIFIED TO THE UNITED STATES.

Nationalities.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Austria	365	11,605	\$856,455.72	\$42,867.16	.....
Bahamas	78	1,021	6,059.98	.....	\$1,442.98
Belgium	106	4,302	91,170.31	15,005.68	.....
Bermuda	43	700	6,323.97	.....	1,726.94
Bolivia	49	48	1,392.60	1,015.60	.....
British Guiana	54	1,959	13,897.41	.....	1,599.35
British Honduras	52	1,197	3,985.90	773.53	.....
Canada	48	361,171	3,698,146.56	512,342.49	.....
Cape Colony	71	6,902	98,438.02	81,912.31	.....
Chile	44	516	3,479.41	.....	570.68
Cuba	13	27,182	565,476.44	.....	422,634.02
Denmark	365	4,187	88,044.55	2,688.86	.....
Egypt	223	1,087	13,283.75	1,390.11	.....
France	12	31,273	265,740.34	108,850.79	.....
Germany	145	60,115	1,623,485.28	56,115.65	.....
Great Britain	348	130,646	1,469,992.70	61,662.27	.....
Greece	101	59	327.50	180.25	.....
Honduras	89	68	3,198.64	1,391.39	.....
Hongkong	105	478	3,685.62	.....	1,103.75
Hungary	156	7,066	285,499.40	32,924.70	.....
Italy	104	5,077	192,902.35	54,685.22	.....
Jamaica	147	3,405	37,886.70	6,206.27	.....
Japan	105	3,425	45,839.61	8,755.22	.....
Leeward Islands	34	711	11,564.49	326.05	.....
Luxemburg	105	401	14,780.08	.....	4,152.42
Mexico	310	14,983	191,632.06	.....	34,399.57
Netherlands	115	3,688	47,011.87	1,398.96	.....
Newfoundland	28	2,602	29,421.99	.....	7,142.06
New South Wales	46	4,020	48,123.40	2,335.34	.....
New Zealand	35	9,369	103,490.08	15,156.59	.....
Norway	365	5,042	132,966.28	4,661.29	.....
Philippines	12	31,740	1,396,848.20	58,331.11	.....
Portugal	113	322	8,898.99	5,131.10	.....
Queenaland	44	1,936	19,658.09	1,297.01	.....
Russia	365	3,312	117,879.59	21,995.25	.....
Salvador	52	60	408.71	47.61	.....
South Australia	29	1,272	14,285.08	3,543.23	.....
Sweden	365	9,146	410,667.90	24,729.58	.....
Switzerland	213	5,633	118,679.11	4,710.34	.....
Tasmania	31	732	6,864.88	395.68	.....
Trinidad	31	2,558	19,919.88	.....	2,983.71
Victoria	40	3,044	34,799.29	2,746.34	.....
Windward Islands	98	2,406	33,152.37	.....	6,273.63
Total	5,193	756,416	11,644,684.49	1,080,565.51	484,339.36

No. 17.—Principal international money-order transactions during the fiscal year ended June 30, 1903—Continued.

STATEMENT SHOWING THE NUMBER OF INTERNATIONAL MONEY-ORDER ACCOUNTS RECEIVED, EXAMINED, AND ADJUSTED, TOGETHER WITH THE VOLUME OF BUSINESS TRANSACTED BETWEEN THE UNITED STATES AND FOREIGN COUNTRIES.

Nationalities.	Number of accounts.	Value.	Increase.	Decrease.
Austria	4	\$3,057,497.11	\$873,414.76	
Bahamas	4	9,552.98		\$1,857.81
Belgium	4	401,238.55	98,959.17	
Bermuda	4	11,887.66		1,572.73
Bolivia	4	2,285.07	1,907.16	
British Guiana	4	19,885.42	668.76	
British Honduras	4	5,137.73	913.04	
Canada	4	7,472,378.69	1,424,310.07	
Cape Colony	4	114,819.96	39,582.19	
Chile	4	5,382.10		502.11
Cuba	4	798,645.61		418,270.99
Denmark	4	396,450.13	32,398.99	
Egypt	4	23,568.46	3,568.87	
France	4	1,015,784.17	223,601.33	
Germany	4	4,912,245.18	423,117.69	
Great Britain	12	7,939,668.57	550,196.04	
Greece	4	29,207.56	27,204.27	
Honduras	4	3,333.01	1,287.59	
Hongkong	4	17,081.09	115.65	
Hungary	4	3,035,643.98	1,061,494.10	
Italy	4	5,309,466.98	2,687,821.74	
Jamaica	4	50,033.44	8,982.03	
Japan	4	1,638,908.01	381,164.74	
Leeward Islands	4	29,702.17	3,172.35	
Luxemburg	4	41,803.12	5,613.00	
Mexico	4	375,152.80	37,288.48	
Netherlands	4	139,223.06	14,257.95	
Newfoundland	4	117,122.53	7,769.66	
New South Wales	4	77,143.41	4,735.84	
New Zealand	4	141,146.53	21,911.89	
Norway	4	1,295,063.49	320,874.74	
Philippines	4	1,533,288.81		145,852.98
Portugal	4	42,654.62	26,696.16	
Queensland	4	23,697.11	4,519.81	
Russia	4	2,916,577.80	921,116.22	
Salvador	4	706.73	184.90	
South Australia	4	18,399.50	4,054.68	
Sweden	4	2,961,318.11	587,456.20	
Switzerland	4	682,798.04	86,180.23	
Tasmania	4	9,929.11	650.99	
Trinidad	4	25,049.64		1,817.70
Victoria	4	57,782.76	4,628.66	
Windward Islands	4	68,511.65	2,364.51	
Total	180	46,826,212.32	9,914,165.49	569,874.32

No. 18.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to European countries including India, Turkey in Asia, and South Africa, during the fiscal year ending June 30, 1903.

Steamship line.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard (Limited).....	56, 075, 015	433, 300, 198	14, 513, 386	40, 867, 915	1, 892, 275	14, 796, 720
International Mercantile Marine.....	41, 856, 572	458, 392, 221	15, 908, 450	56, 120, 630	1, 486, 210	15, 967, 600
North German Lloyd.....	24, 229, 578	58, 113, 885	9, 755, 905	6, 748, 245	939, 355	1, 858, 765
White Star.....	19, 606, 097	120, 455, 551	3, 857, 610	7, 720, 715	408, 585	2, 132, 690
Hamburg-American.....	8, 206, 406	62, 869, 965	3, 085, 280	6, 727, 885	331, 750	1, 901, 175
International Mercantile Marine (Red Star).....	5, 608, 068	46, 421, 315	1, 961, 420	5, 578, 790	297, 675	1, 904, 010
Atlantic Transport.....	566, 741	6, 337, 131	258, 875	862, 975	24, 170	262, 465
British North Atlantic Steam Navigation (Dominion).....	165, 800	1, 236, 945	.....	.....	635	4, 580
Campania General Transatlantica Espanola.....	2, 604	8, 730	.....	.....	.....	.....
Cunard (from Boston).....	95, 790	962, 390	.....	.....	735	16, 355
Anchor.....	14, 635	8, 240	.....	.....	.....	.....
American (from Philadelphia).....	270	.....	.....	.....	.....	.....
Total.....	155, 427, 516	1, 188, 105, 561	49, 348, 908	124, 607, 105	5, 876, 400	88, 829, 360
Increase.....	9, 474, 024	88, 135, 327	10, 340, 695	18, 687, 856	291, 785	5, 241, 530

Steamship line.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard (Limited).....	2, 198, 540	11, 231, 880	8, 370, 869	62, 878, 331	23, 963, 540	163, 063, 307
International Mercantile Marine.....	1, 839, 545	13, 920, 620	8, 299, 315	98, 980, 056	20, 799, 315	144, 373, 747
North German Lloyd.....	1, 446, 910	1, 843, 835	4, 925, 000	16, 562, 829	14, 928, 523	140, 338, 208
White Star.....	452, 825	1, 982, 255	1, 984, 580	11, 147, 510	4, 690, 122	31, 071, 841
Hamburg-American.....	504, 135	1, 863, 410	448, 078	2, 807, 098	5, 213, 621	44, 087, 079
General Transatlantic International Mercantile Marine (Red Star).....	318, 510	1, 566, 305	580, 398	4, 693, 374	3, 124, 945	19, 251, 890
Atlantic Transport.....	36, 485	186, 055	126, 240	1, 435, 978	339, 955	3, 533, 856
British North Atlantic Steam Navigation (Dominion).....	.....	.....	4, 615	42, 280	12, 206	101, 650
Campania General Transatlantica Espanola.....	.....	.....	33, 104	86, 766	2, 321	36, 737
Campania General Transatlantica.....	.....	.....	129, 172	400, 589	.....	.....
Cunard (from Boston).....	.....	.....	6, 860	74, 055	15, 335	142, 515
Scandinavian-American.....	2, 110	.....	.....	.....	.....	.....
Total.....	6, 794, 060	32, 614, 360	35, 249, 299	254, 626, 664	72, 989, 832	546, 008, 820
Increase.....	846, 995	2, 153, 535	4, 305, 951	55, 484, 348	4, 213, 610	32, 640, 163

Steamship line.	India.		Italy.		Netherlands.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard (Limited).....	790, 935	21, 917, 705	16, 181, 870	24, 719, 330	2, 352, 825	15, 142, 590
International Mercantile Marine.....	944, 923	26, 047, 310	23, 377, 520	38, 984, 715	1, 852, 160	16, 771, 320
North German Lloyd.....	406, 650	2, 798, 990	12, 689, 050	5, 767, 900	1, 200, 265	1, 903, 600
White Star.....	207, 096	2, 910, 775	4, 735, 955	5, 829, 580	496, 715	2, 215, 180
Hamburg-American.....	260, 310	2, 178, 955	2, 267, 810	3, 356, 700	519, 450	1, 699, 730
General Transatlantic International Mercantile Marine (Red Star).....	524, 190	8, 535, 230	8, 741, 120	13, 424, 980	.....	.....
Atlantic Transport.....	82, 920	2, 283, 375	1, 883, 060	3, 151, 775	290, 570	1, 927, 815
British North Atlantic Steam Navigation (Dominion).....	35, 370	571, 005	384, 735	563, 910	17, 105	288, 120
Campania General Transatlantica Espanola.....	.....	.....	15, 085	27, 100	.....	.....
Prince.....	.....	.....	905	2, 068	.....	.....
Cunard (from Boston).....	.....	.....	50	.....	.....	.....
Holland-America.....	.....	.....	10, 770	43, 385	.....	.....
Italian Royal Mail.....	.....	.....	4, 780	516, 295	23, 615	101, 680
La Valce.....	.....	.....	2, 150	310, 335	.....	.....
Total.....	3, 252, 393	67, 238, 345	70, 296, 850	95, 148, 058	6, 786, 705	40, 050, 035
Increase.....	460, 583	6, 584, 555	16, 489, 616	9, 476, 380	491, 357	3, 571, 064

No. 18.—Statement showing the weight of letters, etc.—Continued.

Steamship line.	Norway.		Portugal.		Rusda.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
Cunard (Limited).....	<i>Grams.</i> 4,766,115	<i>Grams.</i> 16,856,570	<i>Grams.</i> 388,260	<i>Grams.</i> 1,796,150	<i>Grams.</i> 9,794,478	<i>Grams.</i> 30,435,680
International Mercantile Marine.....	3,799,635	31,096,540	548,635	3,118,190	9,088,310	29,101,176
North German Lloyd.....	2,937,825	3,686,815	191,015	249,300	6,891,230	3,623,140
White Star.....	1,047,670	3,893,820	49,170	241,350	2,260,330	4,396,965
Hamburg-American.....	1,093,450	2,929,860	39,806	186,645	2,106,710	4,008,686
General Trans-Atlantic.....			143,466	821,460		
International Mercantile Marine (Red Star).....	724,145	2,158,815	41,440	193,740	1,463,490	4,293,695
Atlantic Transport.....	79,615	271,560	18,720	45,445	205,065	519,450
Total.....	14,448,455	60,792,980	1,397,990	6,458,280	31,308,663	76,268,780
Increase.....	2,987,424	7,632,227	600,065	813,965	6,196,423	10,447,709

Steamboat lines.	Spain.		Sweden.		Switzerland.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
Cunard, Limited.....	<i>Grams.</i> 897,615	<i>Grams.</i> 10,797,360	<i>Grams.</i> 8,400,290	<i>Grams.</i> 51,863,684	<i>Grams.</i> 2,096,175	<i>Grams.</i> 16,340,225
International Mercantile Marine.....	1,221,175	17,897,506	7,561,690	50,484,533	2,205,620	23,165,975
North German Lloyd.....	770,480	1,384,506	5,602,715	7,085,507	1,289,670	2,982,406
White Star.....	192,555	2,511,425	1,705,745	7,887,452	448,490	2,813,765
Hamburg-American.....	129,988	1,778,980	1,783,835	9,260,253	310,640	2,485,105
General Trans-Atlantic.....	480,880	5,678,290			1,177,938	7,964,030
International Mercantile Marine (Red Star).....	85,545	737,630	1,232,705	7,365,342	210,740	1,683,885
Atlantic Transport.....	20,900	183,970	144,965	980,163	32,880	339,845
Campania General Transatlantica, Espanola.....	522,104	876,381				
Pinillos Yzquierdo & Co.....	4,989	2,721				
Total.....	4,326,131	41,348,967	26,431,445	134,926,984	7,773,150	57,775,235
Increase.....		6,482,882	5,094,633	14,622,079	544,915	3,061,496
Decrease.....	666,891					

Steamboat line.	Turkey and Greece.		South Africa.		Azores.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
Cunard (Limited).....	<i>Grams.</i> 2,006,980	<i>Grams.</i> 8,938,760	<i>Grams.</i> 1,519,000	<i>Grams.</i> 28,243,205		
International Mercantile Marine.....	2,573,400	12,785,905	1,342,180	32,864,915		
North German Lloyd.....	1,479,785	1,228,460	624,410	3,753,695		
White Star.....	483,585	1,382,085	339,375	4,727,200		
Hamburg-American.....	348,915	1,104,960	375,710	4,311,375		
General Trans-Atlantic.....	1,196,875	4,156,085	20,850	132,890		
International Mercantile Marine (Red Star).....	255,010	1,069,145	160,640	3,966,240		
Atlantic Transport.....	34,110	168,240	27,610	397,425		
British North Atlantic Steam Navigation (Dominion).....					745,685	1,126,665
Compania General Transatlantica.....					11,334	15,062
Insular Navigation.....					285,180	350,660
Prince.....					264,135	403,660
Total.....	8,380,410	30,818,540	4,409,775	78,386,945	1,306,334	1,896,017
Increase.....	1,666,510	3,851,350	1,155,360	26,146,705		
Decrease.....					57,091	238,643

No. 18.—Statement showing the weight of letters, etc.—Continued.

RECAPITULATION BY STEAMSHIP LINES.

Steamship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cunard (Limited).....	155,061,158	963,169,610
International Mercantile Marine	144,727,455	1,069,517,987
North German Lloyd.....	89,808,376	259,772,084
White Star.....	42,961,444	212,639,109
Hamburg-American.....	27,033,823	153,617,800
General Trans-Atlantic.....	22,678,393	96,889,703
International Mercantile Marine (Red Star)	18,271,281	108,228,321
Atlantic Transport.....	2,855,541	16,967,593
British North Atlantic Steam Navigation (Dominion).....	944,025	2,389,220
Campania General Trans-Atlantica Espanola.....	572,372	1,025,734
Insular Navigation.....	285,180	350,650
Prince.....	284,185	403,650
Campania General Trans-Atlantique.....	129,172	400,589
Cunard (from Boston).....	129,430	1,238,680
Holland-American.....	28,615	101,680
Anchor.....	14,635	8,240
Pinillos Yzquierdo & Co.....	4,989	2,721
Italian Royal Mail.....	4,780	515,295
La Valce.....	2,150	310,355
Scandinavian-American.....	2,110	.....
American (from Philadelphia).....	270	.....
Total.....	505,299,364	2,876,791,961
Increase.....	64,384,944	298,801,017

RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Great Britain.....	155,427,516	1,188,106,561
Austria.....	49,848,906	124,607,105
Belgium.....	5,376,400	38,829,360
Denmark.....	6,794,060	32,614,360
France.....	35,249,299	254,628,664
Germany.....	72,969,882	546,008,820
India.....	5,252,393	67,233,345
Italy.....	70,236,850	96,148,053
Netherlands.....	6,786,705	40,050,035
Norway.....	14,448,455	60,792,980
Portugal.....	1,897,990	6,468,280
Russia.....	31,303,663	76,268,780
Spain.....	4,326,131	41,348,967
Sweden.....	26,451,445	134,526,984
Switzerland.....	7,773,150	57,775,285
Turkey and Greece.....	8,380,410	30,818,540
South Africa.....	4,409,775	78,386,945
Azores.....	1,305,334	1,896,017
Total.....	505,299,364	2,876,791,961
Increase.....	64,384,944	298,801,017

No. 19.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to foreign countries other than European, by steamship lines, during the fiscal year ending June 30, 1903.

Steamship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
American Mail.....	1,348,563	17,594,771
Atlantic and Mexican Gulf.....	2,665	198
Allan (to Newfoundland).....	18,630	477,712
Allen (from Pago Pago, Samoa).....	58,918	49,157
American Fruit and Transportation.....	170	227
Booth.....	987,065	14,063,970
Bluefields.....	464,041	8,882,857
Bahamas.....	21,240	307,360
Boston Tow.....	112,109	1,580,459
Canada, Atlantic and Plant.....	1,516,560	19,640,378
Cameron.....	186,560	2,243,430
Camors McConnell.....	139,060	1,243,734
Campania Trans-Atlantica Espanola.....	50,760	151,491
Clyde.....	819,405	11,796,696
Canadian Pacific.....	4,378,892	58,514,195
Central American.....	3,770	93,204
Dominion Atlantic Railway.....	5,861,276	41,450,837
Di Giorgio Importing.....	21,571	167,870
Direct.....	23,890	469,480
Earn.....	42,500	713,075
Hamburg-American (Atlas).....	3,384,206	62,538,610
Herrera.....	360,585	866,592
Houston.....	782,150	17,557,615
Independent.....	166,242	2,576,013
Italian Royal Mail.....	42,265	956,380
Kosmos.....	71,190	331,134
Lamport & Holt.....	1,825,540	47,149,065
Lower California Development.....	234,985	3,352,746
Larrinaga.....	1,814	7,710
Morgan.....	58,707	561,840
Munsen.....	26,450	219,415
New York and Cuba Mail.....	2,470,360	42,438,575
New York and Cuba Mail (to Bahamas).....	423,780	6,490,995
Norton.....	620,105	16,433,250
New York and Demerara.....	269,505	4,187,425
New York and Porto Rico.....	5,309,040	73,023,136
Nippon Yusen Kabushiki Kaisha.....	3,053,781	34,304,242
Northern Pacific.....	1,337,871	18,913,474
Oriental.....	9,329,269	97,986,008
Occidental and Oriental.....	10,304,904	101,038,979
Oceanic.....	10,712,136	232,132,455
Orr Laubenthalmer.....	64,451	21,941
Peninsular and Occidental (to Cuba).....	891,330	908,010
Peninsular and Occidental (to Bahamas).....	438,975	3,104,945
Pacific Coast.....	109,145	624,621
Panama Railroad Steamship Line.....	7,649,200	172,080,065
Pacific Mail.....	661,635	7,023,305
Pacific Mail to China, etc.....	10,877,886	112,126,461
Pacific Steam Navigation.....	24,168	202,201
Prince.....	1,166,290	27,949,820
Quebec.....	3,381,015	33,696,885
Red D.....	7,038,075	101,635,635
Red Cross.....	64,425	2,370,560
Royal Dutch.....	220,790	2,870,545
Sloman's U. S. Brazil.....	111,010	11,808,270
Tweedie Trading.....	36,630	1,400,965
Trinidad Shipping and Trading.....	228,760	13,933,250
United Fruit.....	3,088,775	51,837,872
United Fruit (to British Honduras).....	658,191	7,315,851
United Fruit (from Boston and Philadelphia).....	73,585	1,088,725
Total.....	105,425,616	1,496,973,651
Decrease.....	1,785,668	1,461,838

No. 20.—Statement showing the weight of letters, prints, etc., sent by sea from the United States to countries other than European during the fiscal year ending June 30, 1903.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cuba.....	3,719,541	32,978,822
Colombia.....	3,190,900	61,339,089
Jamaica.....	2,435,063	31,436,036
West Indies.....	3,048,021	41,201,854
Chile.....	1,826,406	47,571,849
Ecuador.....	863,142	19,548,131
Guatemala.....	1,128,886	21,352,477
Republic of Honduras.....	1,022,422	18,756,956
Mexico.....	1,197,342	19,244,598
Bolivia.....	280,040	6,530,696
Peru.....	2,041,485	37,196,443
Salvador.....	671,183	15,991,523
Nicaragua.....	1,277,574	23,258,710
Costa Rica.....	1,426,761	30,099,598
Haiti.....	999,045	13,454,900
Bahamas.....	932,100	10,206,100
British Columbia.....	51,302	2,593
Newfoundland.....	185,356	3,521,057
Brazil.....	2,624,596	67,629,715
Argentina.....	2,256,206	52,866,870
Uruguay.....	566,070	10,120,635
Paraguay.....	52,300	1,638,740
Nova Scotia.....	7,222,266	59,751,635
St. Pierre and Miquelon.....	53,270	666,790
Turks Island.....	78,356	1,365,850
Santo Domingo.....	754,685	10,647,965
British Honduras.....	622,642	7,337,792
Porto Rico.....	10,407,870	142,340,351
British Guiana.....	400,580	7,527,920
French Guiana.....	25,350	282,160
Dutch Guiana.....	98,855	1,612,350
Japan.....	19,014,515	154,908,247
Shanghai.....	2,719,419	56,780,998
Hongkong.....	4,619,706	17,281,221
Java.....	8,899	.....
Manila.....	11,200,925	154,741,674
Singapore.....	18,753	286,185
Siam.....	2,887	.....
Hawaii.....	2,048,141	43,647,587
Korea.....	184,364	3,093,048
Australian colonies.....	9,772,532	213,514,427
New Caledonia.....	19,301	831,877
Shanghai (from).....	430,656	3,799,906
Samoa.....	387,433	5,441,450
Tahiti.....	186,213	2,504,524
Marquesas.....	6,632	211,122
Venezuela.....	1,343,586	26,434,705
Bermuda.....	1,445,270	12,371,520
Curaçao.....	612,585	6,142,705
Siberia.....	840	8,164
Total.....	105,425,616	1,498,973,651
Decrease.....	1,785,668	1,461,838

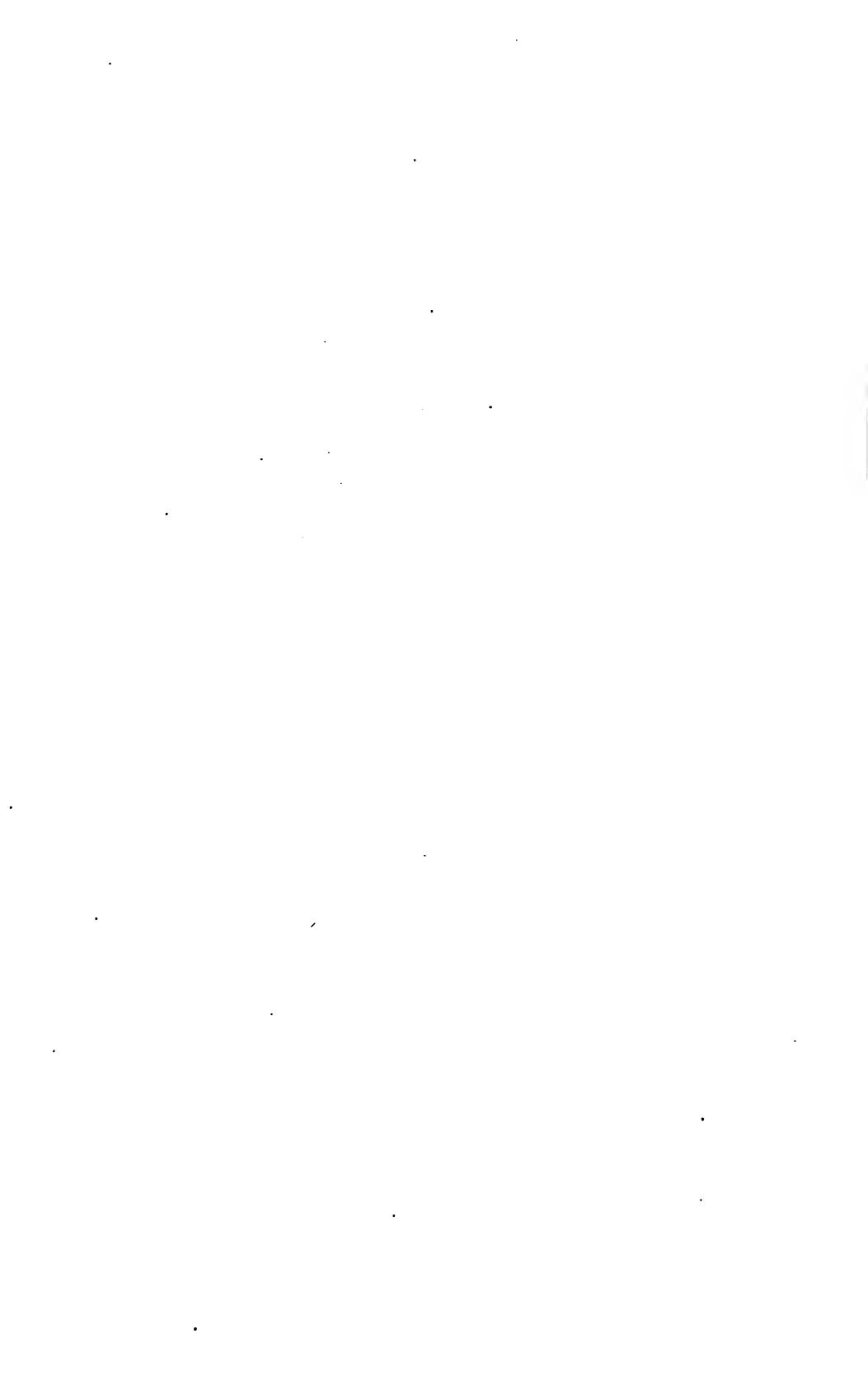
No. 21.—*Statement showing the weight of foreign closed mails retransported by sea and the amounts accruing to steamship companies for their conveyance during the fiscal year ending June 30, 1903.*

Steamship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
American Mail (contract).....	188,081	1,850,666	.....
Atlantic Transport	424,110	792,690	\$485.76
Booth		95,790	9.24
Bahamas	14,430	224,045	35.55
Boston Tow	19,807	455,460	63.07
Clyde	10	104,650	10.11
Cameron		2,119,435	204.52
Cunard (Limited)	31,586,982	121,516,670	42,207.79
British and North Atlantic Steam Navigation (Dominion) ..	6,170	3,630	6.30
Dominion Atlantic Railway	52,800	690,785	116.65
Earn		34,605	3.24
Hamburg-American	4,236,420	13,039,691	5,345.51
Hamburg-American (Atlas)	496,735	12,867,159	1,711.38
International Mercantile Marine (contract)	26,735,248	93,531,607	.....
Lamport and Holt	78	21,700	2.16
New York and Cuba Mail (Bahamas)	212,025	3,303,680	525.41
New York and Cuba Mail (to Cuba) (contract)	1,063,759	22,513,402	.....
New York and Porto Rico (contract)	15,937	1,194,285	.....
Nippon Yusen Kabushiki Kaisha	63,764	1,647,540	220.52
Nippon Yusen Kabushiki Kaisha (contract)	259,985	6,089,585	.....
North German Lloyd	18,110,222	76,282,072	24,835.65
Northern Pacific	57,400	1,404,120	190.89
Panama Railroad Steamship Line	2,745,098	38,494,952	6,363.78
Peninsular and Occidental (to Bahamas)	123,330	1,739,590	286.88
Plant Investment (to Cuba) (contract)	4,720,390	76,456,739	.....
Quebec		624,490	60.31
Red D	4,805	70,040	11.40
Red D (contract)	591,057	8,814,700	.....
Red Star (International Mercantile Marine)	3,304,980	13,502,010	4,492.25
Royal Dutch West Indies		2,065,310	199.31
Trinidad Shipping and Trading		111,800	10.79
United Fruit (New Orleans to Guatemala)	5,541,744	33,222,696	8,568.76
United Fruit (to British Honduras)	565,896	5,746,709	1,100.64
United Fruit (from Boston to Jamaica)	11,565	111,680	21.94
White Star	14,595,206	54,087,170	19,308.79
Grand total	115,736,979	594,801,504	116,376.70

Respectfully,

The POSTMASTER-GENERAL.

HENRY A. CASTLE, Auditor.



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